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8.00 " " 9.00 " "	" " " "
9.30 " " 10.30 " "	" " " "
11.30 " " 12.00 noon	" " " "
12.45 p.m. to 1.15 " "	" " " "
1.15 " " 1.45 " "	" " " "
1.45 " " 2.15 " "	" " " "
2.15 " " 3.00 " "	" " " "
3.00 " " 4.00 " "	" " " "

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10.30 " " 11.00 " "	" " " "
11.30 " " 12.00 noon	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.30 " " 2.00 " "	" " " "
2.30 " " 3.00 " "	" " " "
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DOWN TRAINS.

Stations	No. 4 Local.	No. 7 Through Express.	No. 9 Local.	No. 11 Through Express.	No. 13 Local.	No. 15 Through Express.	No. 17 Local.	No. 19 Through Express.
CANTON (Tsim Sha Tsui)	dep. 7.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30
SEW LUNG	arr. 7.45	arr. 8.45	arr. 8.45	arr. 8.45	arr. 8.45	arr. 8.45	arr. 8.45	arr. 8.45
SEW CHUN	dep. 7.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50
Stronghill	dep. 8.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00
Yuen Tai	dep. 8.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10
Yuen Tai	dep. 8.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20
Yuen Tai	dep. 8.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30
Yuen Tai	dep. 8.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40
Yuen Tai	dep. 8.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50
Yuen Tai	dep. 9.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00
Yuen Tai	dep. 9.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10
Yuen Tai	dep. 9.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20
Yuen Tai	dep. 9.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30	dep. 10.30
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Yuen Tai	dep. 9.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50
Yuen Tai	dep. 10.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00

UP TRAINS.

Stations	No. 4 Local.	No. 7 Through Express.	No. 9 Local.	No. 11 Through Express.	No. 13 Local.	No. 15 Through Express.	No. 17 Local.	No. 19 Through Express.
Yuen Tai	dep. 7.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30	dep. 8.30
Yuen Tai	dep. 7.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40	dep. 8.40
Yuen Tai	dep. 7.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50	dep. 8.50
Yuen Tai	dep. 8.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00	dep. 9.00
Yuen Tai	dep. 8.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10	dep. 9.10
Yuen Tai	dep. 8.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20	dep. 9.20
Yuen Tai	dep. 8.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30	dep. 9.30
Yuen Tai	dep. 8.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40	dep. 9.40
Yuen Tai	dep. 8.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50	dep. 9.50
Yuen Tai	dep. 9.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00	dep. 10.00
Yuen Tai	dep. 9.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10	dep. 10.10
Yuen Tai	dep. 9.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20	dep. 10.20
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Yuen Tai	dep. 9.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40	dep. 10.40
Yuen Tai	dep. 9.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50	dep. 10.50
Yuen Tai	dep. 10.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00	dep. 11.00

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"A LEAP IN THE DARK."
THE CASE AGAINST
NATIONALISATION.MR. LESLIE SCOTT AND THE COAL
COMMISSION.

"Now on the real main question, Do you think that the mines in this country would give us the output which is necessary at the price which is necessary, if they are centralized and run as a national concern as compared with the present or some intermediate condition?"

Sir Richard Redmayne: "No man can say, 'It is a leap in the dark.'"

NATIONALISATION.

The above passage from the evidence of Sir Richard Redmayne, K.C.B., has a special interest in view of the importance which has been attached to certain other dicta of the same witness before the Coal Commission.

Mr. Leslie Scott, K.C., M.P., prints it in the fly-leaf of his final speech to the Commission, which is an eloquent and comprehensive statement of the case against Nationalisation.

Mr. Scott appears as counsel for the Royalty Owners and the Mining Association of Great Britain, the colliery proprietors, but his speech is conceived on broad lines, and approaches the problem from the standpoint of national interest.

THE SCOPE OF THE INQUIRY.

His first task is to clear the ground. Certain passages in the First Report of the Commission suggested that they had prejudged the issue of the present inquiry, and in principle already determined on Nationalisation. This, however, is almost inconceivable in view of the fact that the first inquiry was expressly limited to wages and hours.

Mr. Scott emphasises the impossibility of determining a problem of such complexity and vastness in a short space of time "by merely examining witnesses," a sentiment expressed by Sir Eric Geddes on the nationalisation of railways.

The question is whether the normal peace-time organisation of the industry is right or wrong, and whether it should be exchanged for nationalisation; if not, what changes (if any) should be made in it?

THE RECORD OF PRIVATE OWNERSHIP.

Mr. Scott goes on to examine the positive record of British coal mining under private ownership. He sketches the development of output and the export trade in the 40 years, preceding the war, and pays a striking tribute to the mining engineers of Great Britain, and to the technical and scientific advance of British coal mining, quoting an opinion of Sir Richard Redmayne that under private enterprise British mines have been laid out better than those of any other country, with the possible exception of Belgium.

The industry employs over 1,100,000 men, at scales of remuneration unsurpassed in any industry of comparable importance.

THE ATTACK ON THE INDUSTRY.

The attack on the industry is considered under three heads:

Loss of Coal and Interference with Production. Mr. Scott shows from the evidence that the difficulties incidental to the private ownership of minerals, which may result in loss of coal or the hampering of production, arise very rarely in practice. They are very much the exception rather than the rule; and where they do arise, as Mr. Scott shows at a later stage, the Land Acquisition Committee has already proposed a completely effective remedy which will at the same time preserve the advantages of the present system. And those advantages—the efficiency and energy and elasticity of private enterprise—are worth preserving.

The charge that royalty owners are "functionless" and contribute nothing to the development of the industry is vigorously rejected, with numerous instances of the large expenditure and public-spirited enterprise undertaken by "functionless" royalty owners in the interests of the industry—notably the establishment of the Bute Docks at Cardiff and the Alexandra Docks at Newport by the Marquis of Bute and Lord Tredegar, which have done so much to found the prosperous export trade of South Wales.

ABUSE OF DISTRIBUTION.

Mr. Scott deals but briefly with the Distributive side, as he does not appear for the Coal Merchants or Exporters. **Industrial consumers** on the other hand, "dealing directly with competing collieries, get what they want, so far as is known, at a price with which they are satisfied, and would regard Nationalisation as a disaster."

As to the **Export trade**, there is but one opinion to be gathered from the evidence upon the resourcefulness, courage, and efficiency with which the coal exporters of this country have developed a great business in foreign markets.

INDUSTRIAL UNREST.

Under the head of **Industrial Unrest**, Mr. Scott deals first with the miners' alleged dislike of the profit-making basis of industry. This dislike, if indeed it exists, goes to the root of all commercial industry in the Western civilised world, and is no more peculiar to mining than it is to shipbuilding or agriculture or banking or shopkeeping. It is not a matter for this Commission to report upon. The same is true of the miner's claim that he is morally entitled to control his industry.

With this claim Mr. Scott expresses a human sympathy; but it totally ignores the importance of the mental element in production, the fundamental truth that the brains of the few must always control the labour of the many; for so has all progress been made. And this is not to be little or distrust the manual labourer; as it is no slur on the capacity of private soldiers in the mass to say that all private soldiers are not qualified to become generals.

These two things—the motive force of profit and the power of brains—are the essential bases of the organisation of industry. As to the suggestion that the motive of public service is an efficient substitute for the motive of private gain, Mr. Scott quotes Dr. A. Shadwell, writing in *The Times*:

"Even in the intense atmosphere of an extreme national emergency the motive of public service has but a partial and chequered influence. How anyone can believe that it would change the psychology attributed to miners and railwaymen by their own spokesmen passes my comprehension. Experience furnishes no reason for it, and every reason against it. There are men in public services, I agree, who work with not less zeal and devotion than in private employment or on their own account."

But what influence has the motive of public service on the rank and file? We come into contact daily with them in post offices, and they present a noticeable contrast to those with whom we came into similar contact in private business. Friendliness and alacrity are replaced by a frigid and repelling demeanour, which at best is curbed to a weary indifference, and at worst expands into positive rudeness. Public service! They perform it with the air of conferring a favour very much against their will."

On the question of Housing and Safety, Mr. Scott points out how, by skillfully exaggerating certain features of the miner's calling, and studiously advertising certain exceptional instances of bad housing, etc., the advocates of nationalisation have fostered a totally wrong impression, and done grave injustice to the managers and proprietors of mines.

HOUSING.

Housing is a national question, requiring a national remedy. It has nothing to do with Nationalisation. The houses of the miners in the State mines of Germany are as bad as the worst houses of Hamilton. The remedy is to be found in the Housing Bill now before Parliament, and preferably in the formation of Public Utility Societies under that Bill, in which owners and men should join together, get the Government grant, appoint their tenants' committees of management, and run their villages, as self-governing communities, as regards housing and social life, with democratic control by the men. Failing this, the Miners' Education might ask for the problem of miners' houses to be dealt with on broad lines throughout the coal-field, if possible by a combination of County Councils.

SAFETY.

The suggestion that there is any economic aspect of the Safety question is indignantly denied. Mr. Webb's shadowy allegations that "profit-making" militates against safety have not been supported by evidence; have indeed been contradicted by Prof. Haldane and other independent witnesses. On a true comparison of the figures the British mines are the safest in the world.

NATIONALISATION: THE TWO ALTERNATIVES.

Turning to "The Nationalisers' Remedies," Mr. Scott emphasises an important distinction between the two alternative forms of nationalisation: the **Bureaucratic**, as preached by Mr. Webb and Sir Les Murray, and the **Syndicalist** form of Mr. Smillie and others, under which the miner would control the industry. The objections to the bureaucratic form are set forth with a wealth of philosophical reasoning and apt citations from the practical men who have given evidence; the evils of a State monopoly, the unsuitability of Civil Service methods and men to industrial management; the hampering clutch of departmental jealousies and Treasury restrictions; the appalling peril to our complex and delicate export trade of Government mismanagement; and the political menaces of Nationalisation, which have been vividly sketched by statesmen from the Dominions. It is a thorough investigation either of the actual effects of Nationalisation in other countries—the experience of railways, for example, in Australia, or Germany, or France; or of its probable effect on other industries, on the linked industries of iron and steel, on our exports and balance of trade, on our mercantile marine, and the whole fabric of British commerce of which British coal is the very foundation.

THE FATAL OBJECTION.

But one point the Commission has established. Mr. Webb's bureaucratic nationalisation would be useless as a cure for industrial unrest for the conclusive reason that *the miners won't have it*. On this point Mr. Scott reproduces some overwhelming passages from the evidence of the miners' leaders and others.

Mr. Straker, for example, told the Commission:—

"I want to say that the miners are just as strongly opposed to such bureaucracy as the mine owners are."

So that we are left, for practical purposes, with the **Syndicalist form** of nationalisation, under which the State would own and the workers have at least an equal share in the executive control of the industry. What that would mean in a mine has been quickly recognised by the certificated mine managers, who are legally responsible for the safety of every man in the mine. Through their representatives they said:—

"The position of a manager of a mine is analogous to that of a captain of a ship, and a committee of workmen having a voice in the control of the mine would resemble a committee of the crew party controlling the navigation of the ship."

It is the universal feeling among colliery managers that they "would be unable to undertake the great responsibilities placed upon them by the Coal Mines Acts if they are to be subject to pressure or influence of any kind either by the owners or workmen while discharging their duties."

But behind this question of the discipline of the mine—which is essential to the safety of the mine—stands the large claim of Labour to eliminate private profit-making from British industry, and govern industry themselves. And as to the government of industry by the manual workers, Mr. Scott is content to refer the Commission to the Russian example.

Of nationalisation the Bureaucratic is unacceptable to the British miner; the Syndicalist is unthinkable to the British people.

"The reality of the case is that if information as to the general conditions of the industry and as to matters directly affecting the men be fully and freely given, and if a sound system of advisory committees be established, the men will in fact get an effective voice in the direction of the industry."

CONSTRUCTIVE PROPOSALS.

Such a system is offered by the Mining Association in the pre-natal scheme outlined by Lord Caird, special lecturer of which are the communication to the men by accountants appointed by themselves of the average cost per ton of the production of coal by the concerns of their district, and the establishment of joint advisory committees on all matters relating to safety, production, efficiency, and the well-being of the workers. There is to be a standard wage, a standard return on capital, and any balance to be divided between capital and labour.

And here, says Mr. Scott, in an eloquent passage, it is vital to re-assert the two conditions precedent to a sane consideration of any measures directed towards industrial peace. The first is that the profit-making basis of industry is right and not wrong; because progress depends upon private initiative and enterprise, and it is impossible to dispense with the driving force of personal gain. The second is that manual work cannot take the place of intellectual capacity.

Once these two axioms of civilisation are fully understood and recognised, controversy, and he fitted from the unreal to the real. But so long as the workers imagine that brain power is unnecessary or that the wheels of progress will still revolve if the motive power of profit is cut off, so long will they scorn at profit sharing schemes and suspect the owners' invitation to consult with them in the management of the industry. Judged by this unreal standard, the proposals of the Mining Association may be criticised. But judged by the standard of reality, I submit that they are a real contribution towards industrial peace in the Mining Industry.

For they will give the miner an enhanced status, and, in Lord Caird's words:—

"A community of interests between workmen and employers is established alike in increasing output and in protecting the economy of production. Joint committees will secure that full advantage is taken of the experience and practical knowledge of the workmen in all questions relating to safety and industrial efficiency, and the existing defects in the working of the present system are cured without losing the advantages of enterprise and initiative which private ownership and management has shown itself able to provide."

LOSS OF COAL.

As to difficulties resulting in Loss of Coal or Interference with Production, it is suggested very strongly that the proposals of the Land Acquisition Committee, which have been accepted in general by the Mining Association of Great Britain, be put into force. Their merit is that they preserve the essentials of the existing system with all its initiative and initiative and enterprise, while giving power to the State to intervene in the National interest whenever, in the working of the present system, difficulties arise which jeopardise that interest.

They provide for a reinforced Mining Department with a strong Advisory Council on which the miners would be represented, and an independent Sanctioning Authority, to whom application could be made for compulsory powers whenever the best development of the nation's mineral resources was impeded by the rights of private property.

THE NATION TO DECIDE.

In his conclusion, Mr. Scott speaks of the bewilderment of the public, and the duty of the Commission to give them a clear lead, a judicial decision on the evidence, so that Parliament may decide on a policy.

The opponents of Nationalisation are not reactionary. It is a question of method. The vocal minority of Labour want Revolution. The remainder want Reform and Industrial Peace. So does the bulk of the nation:

"That is the fundamental issue, whether this country is to be reconstructed by revolution or by the steady, constitutional method which the British Nation has always preferred. The final verdict will be with the nation; and until that verdict has been delivered we can only, in all good faith, put forward our constructive contributions on the lines which we are confident will commend themselves to the silent majority of our people."

A CURIOUS WILL

£250,000 TO SONS "IF THEY ARE BARONETS."

A will leaving over £250,000 to the British Treasury and the Treasury of British India in the event of his sons failing to acquire a baronetcy or superior title was discussed in the Chancery Division recently.

The testator was Mr. Charles Willam Wallace, of Messrs. Shaw, Wallace & Co., Indian merchants. In his will, made in 1912, he thus explained his gift to the Government:—

"I do this because I hold the view that, subject to the testator's right to make adequate provision for his children, all possessions, great or small, if acquired from or through the people, as mine were, should return to the people. I am not acting fully up to this view in the case of my children, because the law does not enforce it upon all others."

The testator's only surviving son, Capt. Charles William Wallace, of Ashley Gardens, not having acquired a baronetcy, the executors sought to set aside the clause on the ground that it was opposed to public policy.

Mr. Luxmore, K.C., for the executors, argued that such wills as this embarrassed the officers of the Crown in the distribution of honours, and induced other persons concerned to adopt improper means to obtain titles.

The hearing was adjourned.

MONTAGU, THE REFORMER
THE "STATESMAN" WHO LEADS
INDIA TO PROGRESS

[BY "KHALIL"]

The most momentous measure affecting India, and one of hardly less moment for England, has just been successfully piloted through its second reading in the House of Commons without a division by Mr. Montagu, the Secretary of State for India.

When Mr. Montagu made a famous speech in the House a few days before the pronouncement of August 20th, 1917, in which he arraigned the existing system of government in India as a soulless, leaden bureaucracy, out of touch with the spirit of the time and the feelings of the Indian people, the general verdict was that he had said more than was justifiable on the facts, and more than was discreet from the lips of an ex-Under Secretary of State. But Mr. Lloyd George, becoming almost immediately Prime Minister, without the slightest hesitation made the outspoken orator Secretary of State, and hardly was Mr. Montagu installed in the India Office when he made, in Parliament, without any opposition—indeed, without exciting criticism or comment—the famous pronouncement of August 1917, after which came his own visit to India, and out of which came the joint report of himself and Lord Chelmsford, the two commissions of Lord Southborough, the three despatches of the Government of India, and the Bill.

Of course, the Bill has yet to pass through a joint committee of the Lords and Commons, composed, it may be hoped and assumed, of members of both Houses with knowledge of the country and the problems involved other than such as is derived from a hasty cold-weather tour or from the study of a parliamentary subject.

The Oriental always inclines to prefer the potent groove, and reverend signor. He would prefer even suzerainty to precocity, and he by no means shares the preference for the democratic House which is almost universal in the United Kingdom. But the Bill will have a good passage, and its success is already assured. How is it done? What has become of the Tory, who hates change *qua* change; of the Conservative, who only accepts and adopts inevitable reform; of Anglo-India, with its supercilious superiority; of that superman, the Indian Civil servant?

THE STRONG MAN.

Mr. Montagu had a task of stupendous difficulty. But his burning energy and faith in his reforms and his determination to serve the Indian people have brought him through. All his official life he has loved India. From the first he spoke out boldly and decisively. There is nothing of the "trivial round or common task" about him when he gets up to stock on his subject, which fills his mind.

Add that he was over a hard worker and became a more and more finished craftsman, not without humour within, that he felt a sincere sympathy with Indian political aspirations, while he never lost the rather imperialistic leanings of his early days, his admiration of the Englishman "in *partibus*," his determination not to let his countrymen down, and you have the features of a strong, arresting personality.

How many men could have ventured to give as a reason for unbarring on reforms which will for the first time introduce Western democracy into an Eastern Empire, with effects no one can foresee, but all recognise as far-reaching beyond the limit of our vision: "the faith that is in me." Verily it is the faith that moves men and mountains, parliaments and peoples.

U.S. 500,000 ARMY
CONSCRIPTION LIKELY.

NEW YORK, June 17th.

Secretary Baker's plan before the Senate Military Affairs Committee in favour of an army of half a million men for the present year is generally approved by his fellow-countrymen, who are careful to emphasise that this temporary increase for special purposes must not be construed as evidencing a desire of the United States to become a military nation. On the contrary, the average man here wants the army as small as possible consistent with the requirements of national safety and the obligations to be undertaken under the League of Nations, and also it is realised that a sufficient force during the immediate future will be one of the sure means of securing the safety and progress of the world for many years to come, and finally greatly reducing national armaments. One notes that participation in the war has not developed the belligerent instinct here, and it is only as a national insurance that Americans listen respectfully to the plea of Secretary Baker and General March, Chief of Staff, who says America, to comply with her obligations towards the Associated Powers, must for the present year at least provide half a million men.

They can be obtained without compulsion from a class who have never seen service overseas, and who to that extent feel that they have been outclassed by the returning warriors. One other sequel to the war will probably be a law providing that all lads upon attaining the age of 17 shall have a military training, and that "working papers" enabling them to seek civil appointments shall not be granted until they have followed the prescribed course. America will have at least 100,000 men in France this year; more if necessary, but never less. Both in France and with the boys training here, it is proposed that the army shall be a great educational school where trades and professions shall have their place side by side with military curriculum.—*Daily Telegraph*.

COMPULSORY GREEK RETAINED
AT OXFORD.

The new regulations statute, the effect of which was to make Greek no longer compulsory at Oxford, was recently debated in Convocation, and was finally rejected by a majority of six. It had been issued both for and against the statute, and there was a very large attendance of members of the university from all parts of the country, as well as local residents.

CORRESPONDENCE.
THE RICE QUESTION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR.—In your leader yesterday you said:

"The statement has been made that the Government were warned to take steps in anticipation of the present situation several months ago, when good rice could be bought for \$8 a picul, but other counsels prevailed."

I have it on good authority that, as far back as March last, the Government were definitely warned, and the present situation was actually predicted to them. But, as you stated, this warning was ignored.

The present sad state of affairs is unquestionably due to local speculation. The United States are the largest buyers from Hongkong, and I have yet to hear that they have been willing to buy at anything near the prevailing prices here.

As an instance of local speculation, I have heard of one lot of rice which was sold by a dealer to a foreign firm, resold to a dealer, and sold again to another foreign firm. This, doubtless, is but one of many instances which could be unearthed by enquiry.

What is the use of rice (No. 3 grade at that) at \$12½ for consumption by the labouring classes? Do the Government really and seriously imagine that these people can afford it?

I am glad to hear that Government are making further statements regarding their activities in this connection, and hope that much cheaper rice will be the leading feature of such statement. Yours, etc.

MERCHANT.

Hongkong, July 30th, 1919.

JAPANESE PASSENGER RATES
PROPOSED INCREASE.

During the war the Japanese steamship companies built no passenger steamers in spite of the great development of the country's shipping trade overseas, and this is one of the principal reasons why it is nowadays very difficult to get passages to Europe and America. It is said that all the cabins on the N.Y.K. European liners sailing before the end of the year have already been booked, while there is no opening on liners to America until November.

The Nippon Yusen Kaisha, the Shoen Kaisha, and the Toyo Kisen Kaisha have recently applied to the Department of Communications for permission to raise ocean passenger fares (says the *Japan Chronicle*). According to Mr. Wakamiya, Director of the Mercantile Marine Bureau, the permission will be granted shortly. How much the fares will be raised is not definitely known, but it is said that the increase will be by about 50 per cent.

AN UNPLEASANT AWAKENING
A LUNATIC BRANDISHING A CHOPPER.

A Chinese, believed by the Police to be a maniac, was charged at the Magistracy yesterday, with cutting the throat of another Chinese, who has now recovered from his injuries.

Defendant: I did not cut his throat.

"Do you, think he is insane?" enquired Mr. Lindell of complainant.

Complainant: I do not know anything about him.

Inspector Macdonald: Complainant said that the defendant was insane. Defendant alleges that complainant's *foki* attacked his master.

Complainant stated that on July 22nd at 3 a.m. he felt a pain in his throat, and woke up to find defendant standing over him, brandishing a chopper.

Witness felt his throat and found it covered with blood. He called out "Save life!" whereupon defendant ran away, but was arrested by a policeman when he reached the street.

There was no reason whatever why defendant should have assaulted him, except, perhaps, that he felt annoyed when witness asked him to go to work instead of of wandering about the town.

Mr. Lindell: What business was it of yours whether defendant went to work or not?

Witness muttered something to the effect that he only gave the man a bit of advice.

Defendant: This man has threatened to kill me, and my friends told me to be careful of him.

Inspector Macdonald stated that defendant used to worry his mother and ask her to find him a wife as he was longing for one. The man was insane and did not know what he was talking about.

Mr. Lindell remanded the case till today.

THE RICE SITUATION.

THE GOVERNMENT'S POLICY EXPLAINED.

We have received the following communication from the Colonial Secretariat:

"As there appears to be some misapprehension regarding the rice situation, the following explanation of the Government's action may be of public interest.

Mr. Hutchison has been deputed to examine and report upon the question of the supply of rice for local consumption, but he has not been appointed Food Controller. Such an appointment would mean that the Government had taken over the control of the food supplies in the colony, a step which it has no intention of taking.

The Government's only action has been to secure that there shall be an adequate supply of rice for the Colony's needs during the remaining months of the year, and that it shall be available for purchase by the public at a comparatively moderate price. In obtaining this supply the greatest care has been taken not to interfere with the transshipment trade of the port, which is of the first importance, though in one or two instances of shipments to abnormal destinations the Government has exercised its powers of purchase. The policy of non-interference with ordinary trade was explained to shippers early in the year, it has been reiterated on several occasions, and there is no intention of departing from it.

The prices fixed for the three grades of rice are undoubtedly high, but those prices are not sufficient to cover the cost of the rice which is now on sale. It is hoped that in the near future it will be possible to complete arrangements for purchase which will enable the Government to reduce the prices.

The raids that took place on Sunday and Monday on certain rice shops in Victoria, Shaokwan, Yaumati, and Hung-hom were the result of the lack of employment among cargo and coal coolies during the stormy weather, which unfortunately occurred at a time when the local dealers were increasing their selling prices to a very high figure.

The Government is grateful for the action taken by large employers of labour in the Colony in making a monthly allowance to their employees to meet in some measure the extra cost incurred in buying rice. It is hoped that all employers will take similar action.

FREE DISTRIBUTION OF CONGEE TO THE POOR.

On Tuesday evening a meeting was convened by the Tung Wah Hospital of past and present members of its Committee, members of the Advisory Board, and also of the Chinese Justices of the Peace to consider the question of distributing free congee among the poor in the Colony. Among those present were Sir Robert Ho Tung and Messrs. Chiu Shou-sun, Chau Siu-ki, Li Yau-chuen, Ho Wing, Fung Ping-san, Tong Yat-chuen, To Sze-tuen, and Simon Tse-yen.

Mr. Ho Kwong, the Chairman of Committee, who presided, said:—Gentlemen, owing to the enormous increase in the price of rice, which is operating very hardly on the poor, I have, during the last two months, constantly seen the Secretary for Chinese Affairs with a view to finding some means of relief. I have also requested our two representatives on the Legislative Council to urge the Government to take early steps to deal with the situation. As you know, the Government has already decided to sell rice at below cost, and has also fixed the prices at which three grades of rice are to be sold. Owing to the stormy weather which has prevailed during the last few days, the poor people have found it still harder to obtain food. In view of this condition of affairs, I called again on the Secretary for Chinese Affairs, yesterday, to discuss with him the question of making a free distribution of congee. We have now received from him the necessary permission for this action, and for the selection of eleven distributing depots in Hongkong and the outlying districts. I beg now to submit to you the names of certain gentlemen to form a Sub-Committee to supervise the distribution work.

A Sub-Committee, consisting of leading members of the Chinese community, was subsequently appointed, and it is likely that the distribution will commence in the course of the next few days.

EXPLANATION BY MR. LAU CHU-PAK.

In the course of a brief conversation with a reporter of the *Daily Press*, yesterday, the Hon. Mr. Lau Chu-pak, expressed the desire that this newspaper would impress upon the public the fact that the rice situation had been uppermost in his mind and in that of the Hon. Mr. Ho Fook, as well as of the local Government, during the past three months. It had not been possible, however, to take any steps towards control any sooner than had been done for a variety of reasons. Chief amongst these were the question of finance and the uncertainty of Saigon and Siam dealers as to the quantity of rice they could export to the Government of Hongkong. "I think we have done our best in the matter," said Mr. Lau Chu-pak, "and I can say with knowledge that the Government have been in correspondence with Siam and Saigon during the past three months. There was, besides, the delay due to the fact that permission had to be obtained from the Secretary of State for any steps suggested here. The Government are now losing two lakhs of dollars every month by selling rice at the prices they have fixed. The first and second quality rice is being sold practically at cost price, and the loss is being sustained in the sale of the third quality at \$12.50 per picul."

Mr. Lau Chu-pak, continuing, stated that Mr. Ho Fook and he had seen H.E. the Officer Administering the Government to request that the price of third quality rice be lowered from \$12.50 per picul to \$10 per picul. They represented that the present price was a great hardship on the coolie class, whose monthly wages were insufficient to ensure the bare necessities of life.

H.E. the Officer Administering the Government received the request very sympathetically and stated that the Government were aware that the present price of third quality rice was a hardship to the poorer classes. Unfortunately, this request could not be granted at the moment, not because the Government did not want to be involved in further loss—the Government would lose approximately \$400,000 a month by selling third quality rice at \$10—but because of the great difficulty that was being experienced in obtaining sufficient broken rice to make up the third quality rice. Broken rice could not be obtained at \$15 or \$16 per picul owing to the supply being very limited, and a high quality rice had to be used for mixing. H.E. promised, however, that he would give the request his most earnest attention, and relief would be afforded at the earliest possible opportunity.

EXPORT PERMITS WITHDRAWN.

A mild sensation was caused among rice-dealers in Hongkong, yesterday morning, when it was known that export permits granted to Messrs. J. M. da Rocha & Co. and to Messrs. Botelho & Co. had been withdrawn by Commander Beckwith on the orders of the Government.

A large quantity of rice which the Hongkong Mercantile Co. intended to ship to South Africa on the *Hawaii Maru* has been purchased by the Government.

The opinion has been expressed that the surest way to force the price of rice down is to prevent export.

BOYS ASSAULT A CONSTABLE.

At the Magistracy, yesterday, before Mr. R. E. Lindell, two well-dressed Chinese youths were charged with assaulting a Chinese constable.

It was stated that the two boys were seen peeping into an unoccupied shop in Queen's Road at 1.30 a.m., yesterday. The *lukong*, who was patrolling the vicinity, regarding them as suspicious characters, asked them what they were doing. The boys replied that he should mind his own business. "But I am a constable," said the *lukong*. The boys replied that they did not care one rap who he was, and attacked him, tearing his uniform. All three rolled into the gutter, whereupon another constable came to the assistance of his comrade and took the boys to the Police station.

The boys denied the assault, stating that it was the *lukong* who had rough-handled them.

Mr. Lindell: The boys appear to be respectable.

Inspector Boulger: Yes, but I think the constable was quite justified in questioning them. The Police do not want to press the charge. I think a little advice from your Worship would be sufficient.

Mr. Lindell (to the boys): I think it very likely you had some provocation for the assault. At the same time, it is not right for you to go for the Police like that. Be more careful in the future. You are discharged with a caution.

It is reported here that Lieut.-General C. D. Bruce will shortly return to China and resume his position as Police Adviser to the Ministry of the Interior. Before the outbreak of war, Colonel Bruce, as he was then, had been Captain-Superintendent of the Shanghai Municipal Police, and on the termination of his engagement received his present appointment. At one time he was O.C. the Chinese Regiment in Weihaiwei.

AT THE CINEMAS.

D. W. GRIFFITH'S "INTOLERANCE."

All the interest that has been aroused in D. W. Griffith's "Intolerance," which opens for a short season at the Coronet to-morrow (Friday) is tame beside the enthusiasm evoked when it is seen. It is so big that the figures of its people and its five thousand scenes stagger one. However, when you consider that 125,000 people appear in the production, with 7,500 horses and 1,500 chariots, you form some idea of its comprehensive details. In keeping with this largeness of outline is its bigness of purpose and theme. It tells four stories that encompass the high lights in the world's development. It links Babylon and the Holy Land and medieval France, all in scenes which join their purpose with the poetry, the romance, the comedy and the tragedy of every-day existence as it is to be found in an American city of the present time.

It contains everything that is permissible in the drama and shows the luxury of ancient courts contrasted with the misery of modern hovels. It shifts from a scheming, plotting court of Paris in the time of the religious persecutions to the more sinister and cruel persecutions of this age, when overloads of regulation would drain the laughter and smiles of the people through the sieve of their intolerant meddling.

It is now dramatic, now pictorial, now intensely real, now bewilderingly diverting in its mad dances of the Orient, and solemnly beautiful in its scenic reproduction of the Holy Land and the Son of Man, who brought the dawn of a new hope to the world. It recognises neither time nor space. It is everything that enriches drama and opera.

Booking is now open at Robinson's and, as a brisk demand for seats may be expected, early reservation is advisable.

WEATHERLEY'S "PRIZE PACKETS."

Mr. Charles Weatherley's "Prize Packets," who are concluding a short season in Hongkong to-day, have enjoyed a greater measure of popularity than has been accorded to a Company of their size for many years. Their entertainments have been delightfully bright and amusing, and their versatility has been a source of wonder to those who gathered nightly to enjoy their entertainment.

Three girls who have a future before them on the music-hall stage provided, with an occasional enjoyable two hours' diversion. Miss Jessie Stella, known as the Australian "Yasta Tilloy," is a very convincing male impersonator. She has a clear voice that carries well, and an extensive repertoire.

La Petite Zilla, who went on the stage when she was three years old and was the "principal boy" in an Australian pantomime, three years later, has a voice full of charm—the best of her songs were undoubtedly "Mother" and "Memories." Not by any means the least talented of the trio was little Miss Queenie Lloyd, who sang comic songs in a remarkably successful manner for one who has seen but twelve summers. She is a born comedienne with the gift of making people laugh, and is the youngest comedienne on the music-hall stage.

Mr. Weatherley, who has been "on the road" for 37 years, and Mrs. Weatherley have mastered the intricacies of a variety of musical instruments and their contributions were always appreciated. The little Company have travelled in most parts of the world during the last four years and have given hundreds of entertainments to soldiers at home and in India. They deserve the success they have gained.

GOLDSMITH'S MASTERPIECE IN PICTORIAL FORM.

The "Vicar of Wakefield," the novel that made Oliver Goldsmith famous, was screened at the Victoria Theatre last night. The chief character in this classic is Dr. Primrose, vicar of the little country parish of Wakefield, who displayed such noble fortitude and resignation when distress visited his virtuous household. The little idiosyncrasies of the clergyman are well brought out in the picture, and the scheming artifices of supposed friends, who end by abducting his two beautiful daughters, keeps the interest well sustained.

The picture will be screened again to-night.

"BOY" STEALS A WATCH.

At the Magistracy, yesterday, a Chinese youth who had a previous conviction against him was charged with stealing a watch belonging to Mrs. Edwards of 17, Lee Yuen Street, where he was employed as a servant.

Defendant: The lady did not pay my wages, so I took the watch.

Mrs. Edwards: His wages are \$3 a month; my husband gave him \$5.

Bergant McWalter, stated that the boy disappeared with the watch a week ago and was not discovered till Tuesday. The watch had been pawned.

Mr. Lindell: Three months.

IMITATING SAMPSON.

At the Magistracy, yesterday, a Chinese pleaded guilty to stealing two doors. Inspector Boulger stated that defendant went to an unoccupied house in Queen's Road and stole two doors of a cubicle. He was arrested in Lower Lascar now by a watchman.

Mr. Lindell sentenced defendant to four weeks' hard labour.

ALLEGED THEFT BY AN INDIAN.

At the Magistracy, yesterday, an Indian watchman was charged by a companion with stealing a pair of shoes.

Mr. J. H. Gardiner, appearing for the defendant, applied for a remand, which was granted, bail being fixed at \$100.

ANNOUNCEMENT

Flavoury desserts and Meats for August Menus—

ARMOUR'S canned MEATS, etc.

Luncheon Beef per tin	90 cts.	Ham Loaf per tin	40 cts.
Chili con Carne	25 cts.	Veal	40 cts.
Pigs' Feet	80 cts.	Beef	40 cts.
Bologna Sausage	60 cts.	Brisket of Beef	90 cts.
Liver	70 cts.	Tripe	60 cts.
Spaghetti & Chili	25 cts.	Sandwich	
		Dainties	35 cts.

HORS D'OEUVRE

Milan Salami Sausage per lb.	\$1.
Mortadella	\$1.20
Summer	\$1.

FRUITS

Apricots	per tin 55 cts.	White Cherries per tin	70 cts.
Bartlett Pears	60 cts.	Cling Peaches	60 cts.
Egg Plums	50 cts.	Greengages	50 cts.

TONGUES

Ox Tongues in tins	\$1.50 1.75 2.25 2.75 each.
" "	Glass... \$2.50 each.
Lamb and Lunch Tongues	90 cts. per tin.

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More gorgeous and more entrancing than any other picture ever produced.

Wonderful scenes of bygone days!
Age old civilizations reproduced!
Mighty cities of long ago reconstructed!
Four fine stories woven into one!

Babylon feasting and Babylon afire!
Jerusalem in the days of Our Lord!
Paris and the Massacre of St. Bartholomew!
New York—the Babylon of to-day!

All have their parts to play in this the master production of

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Showing at the
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NEW ADVERTISEMENTS

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANK will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, AUGUST 4th, 1919.
Hongkong, July 30th, 1919. [1062]

WANTED.

A CHINESE ASSISTANT with good knowledge of English also for keeping accounts. \$1,000 cash guarantee required. Good salary to suitable man.
Apply to— Box No. 1063, Care of "Daily Press" Office. [1063]

WANTED.

GODOWN to lease with option to purchase. Give price, size, location and other particulars.
Answer— Box 1064, Care of "Daily Press" Office. [1064]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.,
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Company's steamer
"PYRRHUS"

Are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after July 30th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after August 5th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before August 15th, or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, July 30th, 1919. [1051]

WANTED.

COMPETENT TYPIST, STENO-TYPIST preferred.
Apply stating salary required.
W. S. BAILEY & CO., LTD.,
Kowloon. [1047]

MARINE INSURANCE.

AN OLD Established BRITISH INSURANCE COMPANY desires Representation by Firm, British or American, that have or can influence business.
Apply in first instance.
Box 1048,
Care of "Daily Press" Office. [1048]

A. G. DA ROCHA,
AUCTIONEER, SURVEYOR AND
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Queen's Road Central, Telephone No. 232.

FAVOURABLE with instructions from The Concerned,
will sell by Public Auction, TO-DAY (THURSDAY), July 31st, 1919, at 2.15 P.M.,
at his Sales Room,
HOUSEHOLD FURNITURE AND EFFECTS.

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Carrels, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Overmantels, Sideboards, Napkins, Table Cloths, Hat Stands and a long line of Sundries.

Also
1 Fine Piano by M. F. Rachals & Co.
Terms—Cash on Delivery.
Hongkong, July 24th, 1919.

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FAVOURABLE with instructions from H. F. O. CARSTENSON Esq., will sell by Public Auction, on FRIDAY, August 1st, 1919, at 2.30 P.M., at No. 6, Morrison Hill.

EXCELLENT HOUSEHOLD FURNITURE

Comprising—
Blackwood Furniture, Iron Bedsteads, Tables, Carpets and Rugs, Brass Fenders, Overmantels, Brass Ornaments, Sofas, Easy Chairs, Occasional Tables, extension Dining Table, Bevelled Mirror, Wardrobes, Hat Stands, Dining Chairs, Silver Ware Cabinet, Teak Bookcase, Dinner Crockery, Glassware, Ornaments, Pictures, Curtains, Bed Sheets, Clocks, Marble-top Wash-stands, Cooking Stove, Cutlery, Toilet sets, Electric Reading Lamp, Cabinets, Sideboards and a long line of Sundries.
Catalogues will be issued.
Terms—Cash on Delivery.
Hongkong, July 24th, 1919. [1048]

INTIMATIONS

HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1919, will be PAYABLE on TUESDAY, AUGUST 5th, on which date Dividend Warrants may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, July 30th to THURSDAY, August 6th, both days inclusive, during which period no Transfer of Shares can be registered.
By Order of the Board of Directors,
JOHN ARNOLD,
Acting Secretary.
Hongkong, July 22nd, 1919. [1035]

HONGKONG TRAMWAY COMPANY,
LIMITED.
(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that AN INTERIM DIVIDEND of NINE PENCE per Share on account of the year 1919, has been declared.
The DIVIDEND will be payable on and after MONDAY, 25th day of August, 1919, to Shareholders on the Register on MONDAY, the 15th day of August, 1919, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 3/6 per Dollar.
By Order of the Board,
W. E. ROBERTS,
Secretary. [1043]

SHELL TRANSPORT AND TRADING
COMPANY, LIMITED.

WE have been requested by the above Company to announce that new shares will be issued at par to shareholders on the 18th June, 1919, in the proportion of ONE new share for every TWO old shares, fractions being disregarded.
Holders of "BEARER" Warrants should deposit their holdings not later than the 9th August, 1919, accompanied by payment of the equivalent of 21 Sterling for each new share claimed, with their Bankers who will stamp the warrants on the face thereof with the words "RIGHTS CLAIMED 1919".
Registered shareholders should pay to their Bankers the equivalent of 21 Sterling for each new share claimed, not later than the 8th August, 1919.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STARR,
Chief Manager.
Hongkong, July 24th, 1919. [1034]

AMUSEMENT CONCERN FOR
SALE.
Known as
"THE LUNA PARK."

A BIG MONEY-MAKING
PROPOSITION.
Formerly run by Mr. BEVIS.

CONSISTING of a Modern Carrousel or Merry-Go-Round to carry Sixty-four persons, including Automatic Organ worked by Electricity, Ocean or Girdling Wave Organ and Motor, Joy Wheel, with Motor and Magnets, Base Ball or Doll Hitting, Amusement Show, Dart Gallery, Laughing Gallery of Quaint Mirrors with Automatic Electrically worked Piano, Shooting Gallery with set of diverse Targets, Punching or Strength Testing Machine, Fine Marshall and Sons' Steam Engine, two Gasoline Motors and a Cinema Tent.
The Above is to be seen in Singapore and to be sold as a whole for immediate delivery.
Price \$50,000 or nearest Offer.
Offers and Applications for full particulars to be addressed to TAN CHENG KEE & COMPANY, 67, Waterloo Street, Singapore. [933]

AGENCY WANTED.

RAW SILK for LYONS. Old and serious Firm desires to act as Agent for Firm of CANTON and SHANGHAI Raw Silk Exporters. Very good connections. Highest references and guarantees (Hongkong and SHANGHAI BANKING CORPORATION and others).

MUGGIANI & BERTHOLON,
14, Rue de la Paix, Lyon. [1023]

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak.
Apply to—
FREDY SMITH SETH & FLEMING. [1022]

TO LET.

FURNISHED at the PEAK, No. 4, Stewart Terrace.
Apply—
H. E. POLLOCK,
Supreme Court. [937]

TO LET.

FURNISHED for 12 months, No. 87, THE PEAK (No. 1 Stewart Terrace) containing 3 Bedrooms and Bathrooms, Hot and Cold Water, Drying room, Dining Room, Drawing Room, Sitting Room and Usual Offices and Servants' Quarters, also Large Garden.
Possession July 15th.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings. [81]

THE PEAK.

FOR SALE A FIVE-ROOMED Residence.
For particulars apply to—
"I.Y.E."
Care of "Daily Press" Office. [1044]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Chartered Steamer
"SODEGAURA MARU"
Arrived Hongkong on July 23rd, 1919.
From BOMBAY.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godown.
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, July 26th, 1919. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"NAGOYA"
Arrived Hongkong on July 23rd, 1919.
From LONDON, BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer.
Goods not cleared within 8 days, including date of arrival, will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, July 26th, 1919. [1]

INDO-CHINA STEAM NAVIGATION
CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"FOOKSANG"

having arrived from Singapore, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by July 30th, will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARINE, MATTHEW & CO., LTD., General Managers.
Hongkong, July 24th, 1919. [1037]

THE PENINSULAR AND
ORIENTAL STEAM
NAVIGATION CO.

STEAM FOR STRAITS, OCEAN,
BOMBAY, EGYPT, MEDITERRANEAN, PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, AMERINDIA, COCHIN, ZANTAL, AND SOUTH AFRICA PORTS.

THE Homeward Mail Steamer
"DILWARA"

carrying His Majesty's Mail, will be despatched from this port about JULY 31st, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, S.S. NANKIN for MARSEILLES and LONDON secured before departure from Hongkong.
Silk and Valuable Cargo for Italy, France and London (under arrangements) will be conveyed by this Steamer, proceeding to Bombay and there transhipped to the re-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc., Apply to—
MACKINNON, MACKENZIE & CO.,
Agents,
P. & O. S. N. Co.
Post Box 112,
12, Des Voeux Road Central.

FOR SALE or TO LET on long lease.
FURNISHED or UNFURNISHED from October 1st, 1919, No. 36 THE PEAK, (End House of Stewart Terrace) Hot Water throughout, Don't's Grass Tennis Court with Pavilion and large Kitchen Garden.
Apply—
E. A. M. WILLIAMS,
LOWE, BINGHAM & MATTHEWS,
Chartered Bank Buildings. [1049]

INTIMATION

DEWAR'S
WHITE
LABEL

FINEST SCOTCH

WHISKY

OF

GREAT AGE.

SOLE AGENTS.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

TEL. 618

be possible, let us hope, to reduce armaments all round. Even when that day dawns, however, we do not suppose that the British Empire will be content to surrender the position at sea which it has held for so many years without detriment to the legitimate interests of any other Power. The British Navy will continue its peaceful mission and be one of the bulwarks of the League, which, without the power to enforce its decrees, would be practically useless. The programme unfolded by Mr. WARREN LONG shows clearly the sincerity of Gt. Britain's desire to revert to normal conditions as speedily as possible. The personnel of the Navy, which numbered 497,000 at the time of the Armistice, has been reduced already to 180,000. This is only 34,000 more than in 1913-14. Of 300 warships and 400 auxiliaries under construction last November, only 84 and 110 vessels, respectively, are being completed, and they are either required to replace obsolete ships or were so far advanced when hostilities were suspended that cessation of construction would not have been economical. The new warships include a battle-cruiser, 14 light cruisers, 37 destroyers and 32 submarines. With the disappearance of the long-standing menace in the North Sea, therefore, there is every prospect that the Flag will be shown in distant waters more freely than has been the case for some years past. This will give unfeigned satisfaction to our fellow-countrymen in the distant outposts of Empire and in foreign lands. It is gratifying, also, to learn that the naval lessons of the war are to be investigated by a special Committee for future guidance, and that an efficient Naval Staff is to be maintained at the Admiralty in order to keep that department up-to-date. We are so peculiarly placed that our Navy must ever be second to none.

Dr. and Mrs. Arthur de Carvalho returned to the Colony, yesterday, by the *Shingo Maru*.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 31st, 1919.

THE NAVY.

The statement made by Mr. WALTER LONG, First Lord of the Admiralty, in the House of Commons the other day that the Navy "must be efficient and sufficient" will be cordially endorsed by Britons all over the world. The taxpayers of the United Kingdom have never begrudged the money necessary for the proper upkeep of the Service; they have realised that it was in reality a national insurance premium. For an annual expenditure which represented but a small percentage of the overseas trade of the nation not only were regular supplies of essential foodstuffs and raw material guaranteed, but the security of the whole Empire was assured. To the island kingdom and its widely scattered offshoots the Navy was a vital necessity, and of recent years the Daughter Nations have shown their appreciation of this fact by relieving the Mother-country of a portion of the burden of maintaining the supremacy of the seas. The experiences of the past five years have served still further to deepen our sense of dependence upon our first line of defence. Although Germany's attempt to wrest the trident from our hands has ended in ignominious defeat, we cannot afford to neglect the means by which that attempt was frustrated. This does not imply any lack of confidence in the ultimate success of the League of Nations, but, like the military pact between Great Britain, America and France, it is merely acknowledgment that there is an interval to be bridged before the new order, from which so much is expected, can be firmly established. That task cannot be accomplished until the arrangements concluded with the Central Powers have stood the test of experience, the strife which is still raging over a great part of Europe has ceased, and peace has been fully restored to the world. Then it will

Amongst those who returned on the *Shingo Maru*, yesterday, were Lieut. H. West and Lieut. E. B. Lambert, of the P.W.D.; Lieut. P. J. Jennings, of Messrs. Alex. Ross & Co.; Lieut. E. B. Lane, of the Police; and Lieut. F. Label, who is joining Messrs. Harry Wicking & Co.

Major G. D. R. Black has resigned his appointment as Medical Officer with the British troops in Hongkong, and is leaving for Home very shortly. In notifying the resignation, the G.O.C. says he feels sure that the Garrison joins him in his appreciation of Major Black's services during the past four and a half years.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

July 29th, 9.40 p.m.
Typhoon in about Long. 126° E. Lat. 18° N., moving North.

July 30th, 11.45 a.m.
Typhoon in about 126° Long. E. and 21° Lat. N., inclining Westward.

FAR EASTERN CABLE
NEWS.

[FROM OUR OWN CORRESPONDENTS.]

LIVING-ON-LOANS.

PEKING, July 25th.

The Government is living on loans. As the Japanese decline further advances owing to unfavourable publicity, frantic efforts are being made to secure small loans from British and American sources, pending the Consortium loan.

CHINA OBEDIENT.

Despite telegrams from Paris and Tokyo, the Government is disinclined to sign the German Treaty, arguing if the Americans should refuse to ratify the Treaty China would be placed in a false position, especially as China looks for American financial assistance.

CANTON NEWS.

July 30th.

THE PROVINCIAL ASSEMBLY.
After the free fight which took place in the Provincial Assembly on the 25th and 26th inst., a compromise was arrived at, whereby those members who support the Provisional Speaker will give up their claim to the Speakership, if two of them are elected vice-Speakers. The public look upon the recent squabbles as disgraceful, and suggest that the present group should be dismissed and another re-elected.

THREATENED ATTACK ON KWANGSI.
A merchant who recently returned from Kwangsi states that the situation there is very critical. The threatened attack on the province by the Yunnan troops has caused consternation.

The occupation of the Pakisk, Siam, and other districts on the borders, by *tu-fu* (bandits) has been confirmed. Martial law is being enforced in Nanning (the Capital) and Mo-ming (General Luk's native village). Troops are being despatched to both places.

MILITARY AFFAIRS.

The authorities have received reports that the two forces of Kwangsi troops, under the separate command of the two Kwangsi leaders, Shun Hung-ying and Lam-fu, in Sanchang, (the most important town in the Sanning district) have quarrelled, both endeavouring to occupy the town. They are building forts, and threatening each other with machine-guns. Fighting is expected at any moment, and the shops in the town are being closed. The authorities have been requested to give immediate attention to the matter.

With reference to the dispatch of Shun Hung-ying's troops, it is said that an army of about 2,000 Kwangsi soldiers left Canton last night with six machine-guns, twelve modern guns, and a large quantity of ammunition. They are approaching Kwangsi from the direction of Luichow.

COMMANDER OF THE 1ST SQUADRON.

Commander Lam Po-yik, of the 1st Squadron in Canton, has suddenly requested the Military Government to allow him to resign the Administrative Directorship and the Ministry of the Navy. The members of the Military Government, surprised at Lam's action, have refused his request. It is said that, owing to misunderstanding, Lam has been attacked by some of his staff, and has, therefore, made up his mind to resign.

THE RINGLEADER OF THE RECENT STRIKE.

It is stated that Wong Woon-ting, the Chairman of the Engineers' Association, who was arrested by the Police, on a charge of being one of the ringleaders of the recent strike in Canton, was held yesterday. A special meeting was held by the Engineers' Association to welcome him back. The other ringleaders are still in Police custody, but it is expected that, as the situation becomes easier, they, too, will be released.

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

RACIAL EQUALITY.

FRANCE AFFIRMS A PRINCIPLE.

Paris, July 26th.

A Havas message says:— After a debate, in the French Chamber of Deputies, on an interpellation relating to cases of ill-treatment of French coloured soldiers by the United States Military Police, a resolution was passed, unanimously affirming the equality of all coloured citizens, declaring them to be entitled to the protection of the law, and calling upon the Government to inflict appropriate punishment on those who committed a breach of the law.

DEAR LIVING IN FRANCE.

THE ROOT CAUSES TACKLED.

Paris, July 26th.

A Havas message says:— The whole question of dear living in France being dependent on the fall in the value of the franc and the lack of French freightage, arrangements are being made for an extra number of ships to be placed at France's disposal.

FRENCH TRAVELLING RESTRICTIONS.

NEW PASSPORT REGULATIONS.

Paris, July 26th.

A Havas message says:— After August 1st passports available for a year will be issued to French citizens desirous of travelling abroad. They will not have to be presented on each journey for the French visa.

DEATH OF FRENCH VICE-ADMIRAL.

FORMER FAR EASTERN COMMANDER.

Paris, July 26th.

A Havas message says:— Vice-Admiral de Jonquieres, who commanded the French Squadron in Far Eastern waters during the Russo-Japanese War, has died in Paris at the age of 69.

FRENCH LABOUR.

AN "EVOLUTIONARY REVOLUTION."

Paris, July 26th.

A Havas message says:— The General Secretary of the French General Confederation of Labour has defined the pending changes necessary to benefit labour as an evolution rather than a revolution, calling for an evolutionary revolution, not in the interests of one class but for the equalising of social rights and making an end of exploitation by social parasites.

PRESIDENT POINCARÉ'S TOUR.

REMARKABLE SCENES AT LIEGE.

Paris, July 26th.

A Havas message says:— The tour of President Poincaré came to a conclusion with remarkable scenes of enthusiasm at Liege. President Poincaré recalled the tragic days of 1914. He presented to the City the Cross of the Legion of Honour. President Poincaré was presented with a gold commemorative medal and Marshal Foch with a sword of honour.

M. CLEMENCEAU.

ANOTHER VOTE OF CONFIDENCE.

Paris, July 26th.

A Havas message says:— M. Clemenceau has won another vote of confidence in the French Chamber of Deputies, following a debate on the financial policy. The figures were 304 votes against 134. The Minister of Finance said that the Government's taxation budget, amounts to 1,000,000,000 francs.

INTER-ALLIED ECONOMIC COUNCIL.

IMPORTANT MEETING IN LONDON.

Paris, July 26th.

A Havas message says:— Great importance is attached in Paris to the meeting of the Inter-Allied Economic Council taking place in London on July 28th, at which the Ministers of Reconstitution and Supplies will represent France.

BULGARIA.

WILL SHE GET AN OUTLET TO THE SEA.

Paris, July 26th.

A Havas message says:— The question has again been raised whether or no Bulgaria is to have an outlet to the Egean Sea. Greece is claiming Western Thrace totally, and if she is granted this territory, it will bar Bulgaria from a direct outlet to the sea. France and England are inclined to favour Greek claims. The United States seems to favour Bulgarian claims.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, July 16th.

The Cabinet deadlock continues, and the trouble is all because the Anfu Club, or at least a majority of its members, is not permitted to dictate the personnel. President Hsu is standing firm, and that is, perhaps, the only redeeming feature of the present disgraceful situation. Even General Tuan Chi-jui is not associated with the selfish policy of the Anfu party, which seems to be making a last effort to recover its waning strength. The better elements in the North as well as in the South are indulging the hope that the President will survive the present trial of strength between himself and the militarists. The position is absurd, and would be impossible in any other country. In accordance with the right given him under the constitution, Hsu Shih-chang proposes to nominate a Premier. He has not actually submitted the name of Chow Shu-mu to Parliament for endorsement because the latter has gone out of its way to express disapproval of Chow Shu-mu for the office and to suggest that Tien Wen-lieh, who does not want the job and says so, should be appointed. Not to be out-generalled, the Anfu Club has since put forward Chu Shen, the Minister of Justice, whom it has asked the President to accept. Hsu Shih-chang very cleverly countered by stating that he would agree to this nomination provided the Anfu Club could prove to him that the initiation in respect of the appointment should come from Parliament and not from himself. This effective reply, based as it is upon knowledge of the provisions of the Constitution which the Anfu Club itself approved in Parliament, is not calculated to afford much solace to the militarists and their minions.

THE MONGOLIAN ENTERPRISE.

The question on many lips these days is: What is the reason for transporting a portion of the National Defence Army, now known as the North-west Frontier Defence Force, into Mongolia? It is known that the Mongols are quiet and wish to be left undisturbed to mind their own affairs. The report that Semenoff is still endeavouring to promote a Mongolian State is discredited. At any rate, it is tolerably certain that he failed to interest the Mongol leaders in his scheme. Yet some 7,000 soldiers have been assembled in Kalgan for transfer to Urgan and intervening points. Some people who know the militarists but are ignorant of their immediate plans affirm that the whole scheme is a "squeeze" proposition. It may be so. The purchase of automobiles gives point to this theory, especially when it is remembered that motor-cars are not the only requirements of a so-called modern army. Guns, munitions, clothing stores, etc., have to be obtained, and that establishes a cash nexus which does not vitiate the arguments in favour of the acceptance of the "squeeze" theory. One of the commanders of the force now gathered in Kalgan was good enough to explain that the movement of troops to the North-west frontier does not indicate any military operation. He said that the North-west Frontier Defence Army should not be in Peking but should be in the North-west, and to the North-west it was going. He professed to see nothing unusual in this proceeding. Had not other countries forts and garrisons at various points along their frontiers? Neither did he attach any importance to the report that Semenoff was "on the road" with 2,500 men. The general's imperturbability may be shaken when he learns that information from more reliable resources than he has to draw upon is to the effect that Semenoff is still doing things in the neighbourhood. He is controlling the Trans-Baikal portion of the Trans-Siberian railway. But, despite the conflicting reports, there is every reason to believe that the movement either represents an intention to control the Mongols or is designed to get the army out of Peking to a place where it will not be so much in evidence.

THE KIRIN TROUBLE.

A few days ago it was reported that the troops of Chang Tso-lin and those of Meng En-yuan had actually come into conflict near Changchun, but later telegrams discounted this intelligence. General Meng has since indicated his willingness to vacate his post and return to Peking, but there is little definite news from Kirin. Indications point to the absence of fighting and to the possible arrangement of the dispute without recourse to arms. As in all such crises, it is the merchants and people who suffer. General Meng's officials attempted to seize the funds of the three banks in Changchun, and what has actually happened in this respect is not quite clear. One thing is certain. The people are alarmed and are fleeing from the storm centre, while trade and commerce are paralysed.

THE VICE-PRESIDENT. The advisability of electing a vice-presidency is again being discussed. The Anfu Club wish to nominate Tuan Chi-jui for the office, but the Field-Marshal has declined. This would show that Tuan has departed from his former policy of fighting the South and is inclined to leave matters open with a view to compromise and reconciliation. Undoubtedly the Anfu Club's idea is that the President may be forced to resign, and that eventually it would be well to have a militarist as vice-president who could assume the mantle laid down by Hsu Shih-chang. At the same time such a desire betokens an unwillingness to key on terms with the South. It will be remembered that last autumn the attempts of the party to have Tsoo-kun elected were frustrated by the adroitness of Liang Shih-yi, who engineered abstentions which left Parliament without a quorum. That policy was dictated by a genuine desire to compromise with the South, which, it was felt, should have the selection of Vice-President.

THE SHANGHAI PEACE CONFERENCE. Chu Chi-chien having declined to continue to act as chief Northern delegate to the Shanghai Peace Conference, Wang Li-tang, the Speaker of the House of Representatives, has been appointed. He has declined, but whether this is to be taken seriously or not remains to be seen. At the same time it is doubtful if he would be persona grata with the South, whose leaders appear to be genuinely anxious for the resumption of the Conference in the hope of reaching a peace settlement. This wish for peace might make the Southern delegates less critical of the Northern delegation.

THE PEACE TREATY.

Telegrams from Paris state that the Chinese delegates are discussing with the other delegates the possibility of arriving at an arrangement which will enable them to sign the German Peace Treaty, but opinion here is opposed to such a proceeding, the belief being that China's present position is very advantageous. There is no doubt that China will sign the Treaty with Austria. Meanwhile, news from Tokyo would suggest that Japan, in response to hints from her Allies, has entered upon preliminaries with a view to the retrocession of Kinohow. Not before time either. Still, the report may be intended only to allay Chinese distrust and inspire a confidence in Japan's fidelity to her pledged word.

WEIHAIWEI AND PEACE.

The following messages have been transmitted from the inhabitants of Weihaiwei to H.M. the King and to the Prime Minister through the usual channels:— To H.M. the King: "The inhabitants of Weihaiwei desire to submit to His Majesty the King their hearty congratulations on the signature of the Treaty of Peace unconditionally by the Government of Germany, by which has been secured a satisfactory issue of the war for liberty waged by the people of His Majesty's Empire, His Allies and the United States of America." To the Rt. Hon. D. Lloyd George: "The inhabitants of Weihaiwei desire to offer you their hearty congratulations on the signature of the Treaty of Peace unconditionally by the Government of Germany, a result in no small measure due to your Celtic ardour and strenuous labours."

THE BANK OF KWANGTUNG.

This Bank, was established eight years ago and was registered, with the Hongkong Government, though, it is said, the capital was wholly subscribed by Chinese subjects. Its capital has been increased from \$1,000,000 to \$2,000,000. The Bank has recently decided to issue notes from August 1st. It is also proposed to convert its capital into a gold currency by increasing it to \$200,000 at some future date, the shares to be issued at 25 each, when \$500,000 will be reserved for the original shareholders and the balance offered to the public.

SHELL TRANSPORTS.

Messrs. Vernon & Smyth have received the following telegram, dated July 25th, from their London agents:— "Shells, 17 1/2 ex rights (=246/8 cum rights). It is reported New York has bought 750,000 ordinary shares direct from the Shell Company."

NATION'S TRIBUTE TO DEAD HEROES OF THE SEA.

SERVICE AT ST. PAUL'S.

A vast congregation, which included the King and Queen, as well as Queen Alexandra and other members of the Royal family, gathered in St. Paul's Cathedral, on June 13th, to pay homage to the memory of officers and men of the Royal Navy who have given their lives in the service of their King and country during the war 1914-1918. It was fitting that this shrine, round which the busy life of the world's greatest commercial, financial, and manufacturing city throbs with ceaseless insistence, should have been chosen for this dignified tribute to the men of all ranks and ratings of the naval service who, in lofty devotion, laid their all on the altar of the cause of freedom. For Nelson chose St. Paul's as his last resting place; and there also Collingwood in his turn was laid to rest, and it has become the place of sepulchre of the great seamen of our race. Elsewhere are enshrined the ashes of those who have served the nation in other walks of life, but St. Paul's, the Cathedral Church of the ancient city which sprang from the sea and is nurtured by day from the sea, is the hallowed place to which are borne the mortal remains of the immortal heroes of a maritime people.

The last Great War, fought in ships of wood, gave to the nation many precious relics to be laid reverently in the house of God. But where, except in St. Paul's, can we commemorate the deathless deeds of those who in the late struggle for civilisation made the great sacrifice? Craddock, Hood, Arbuthnot, Bonham, Cay, Loxley, Provo, Savill, Sowerby, Wingate of the *Tiger*, and all the other officers and men who have gone to their death for us, lie in nameless graves, swept by tide and current. The sea has become for this people a place of many glorious memories, and it was in a spirit of thankfulness that men and women of all ranks of life turned towards St. Paul's Cathedral, on June 13th. After more than a century the age-long traditions of this great maritime race were challenged, and on June 13th, the ordeal past, representatives of the whole nation assembled in pride and gratitude to pay tribute to the men, our contemporaries, whose names are now enrolled for all time in the annals of the sea.

THE NAVY'S REPRESENTATIVES.

The service was fixed for noon, but worshippers were warned that they should be in their seats at least three-quarters of an hour earlier. All the arrangements had been carried out by Rear-Admiral Sir Lionel Halsey, the Captain of the Fleet, of anxious war days, to whose organising ability the former Commander-in-Chief of the Grand Fleet referred in terms of high appreciation in his Jutland despatches. Officers of commander's rank acted as sidesmen. It may be doubted whether even St. Paul's Cathedral ever had under its roof so great an assembly of naval officers, all in uniform, moved by a common impulse to do honour to comrades who have fallen honourably in the war by sea. What memories were revived of the recent life-and-death struggle of the British people as they moved up to their places? Admiral of the Fleet Sir David Beatty carried the mind back to the early toray into the Right of Jutland, and one remembered the part he took in the Dogger Bank action, and, later on, at Jutland; Admiral Sir Charles Madden, formerly Chief of Staff to Lord Jellicoe, brought in a sea-breeze as the present Commander-in-Chief of the reconstituted force in home waters; Admiral Sir Reginald Bacon's figure conjured up recollections of the Dover Patrol, and Sir Roger Keyes, his successor, was also present; Admiral Sir Doveton Sturdee transported the mind far over the Atlantic to the lonely Falkland Islands, now made for ever famous; Admiral Sir Dudley de Chair personified the 11th Cruiser Squadron, which, in fair weather and foul, kept the ring against the enemy in the Far North; Admiral Sir Henry Jackson recalled the work which was quietly carried out by the Naval War Staff; Admiral Sir Alexander Duff brought with him, as the former Chief of the Anti-Submarine Department, memories already growing dim, of the Navy's fierce contest against piracy. Admirals Sir Montague Browning, Sir Hugh Tophill, Sir Herbert Heath, Sir Rudolf Bentinek, Sir Edward Charlton, Sir Stanley Colville, and Sir Reginald Tupper, were other outstanding figures in this great gathering of officers who, in various capacities, helped to maintain our primacy of the seas. For the test, the congregation represented the nation which the Navy served so faithfully; Sir Edward Carson and Mr. Winston Churchill were present as former First Lords; the Duke of Connaught attended in the uniform of the Master of Trinity House. Captain Sir H. A. Action, Blake and other Elder Brethren being also present on behalf of that ancient corporation; the Admiralty, the Board of Trade, and other public departments associated with our sea interests were represented. Over and above all these were widows, sons, daughters, and other relatives of the men who had died at sea.

ASSEMBLING OF THE CONGREGATION.

The silence of the hour preceding the opening of the service, when the hum of busy traffic stole from without into the cathedral, was at last broken by the band of the Royal Marine Light Infantry (Chatham Division), under the direction of Lieut. J. C. J. Roby, Mus. Doc. An appropriate programme of music had been arranged, opening with the plaintive strains of the Overture in C from Sullivan's "In Memoriam." As the music filled the transepts of the cathedral with melody, the last late-comers took their seats. Shortly before noon Queen Alexandra, in company with Princess Victoria and the Empress Marie of Russia, a bowed figure, which excited respectful sympathy, passed up towards the choir. The solemn strains of Beethoven's "Marche Funèbre" had just died away, and the organ was pealing forth a joyful volubility, when the Lord Mayor and Sheriffs entered, in state, passing to their accustomed seats in the choir. A few minutes later Dean Lange, the Bishop of London, the Archbishop of London, with the Chapter, passed to the western entrance of the cathedral to receive the King and Queen at the head of the steps. Mr. Walter Long, First Lord of the Admiralty, and Admiral Sir Rosslyn Wemyss, First Sea Lord, followed the clergy. Then the procession made its way back past the upstanding congregation, and their Majesties took their places immediately beneath the pulpit. The King and Queen were accompanied by Prince Albert, in the uniform of the Royal Air Force. The Royal party included: Princess Louise, Princess Beatrice, and Admiral the Marquis of Milford Haven; Commander and Lady Patricia Ramsay were also present.

The congregation was now complete, a microcosm of the nation, and also an impressive picture in blue and black, relieved by the gold of the naval officers' uniforms. The service opened with the singing of Godfrey Thring's familiar hymn, which recalls perhaps better than any other the unceasing contest between sailors and the sea. Fiercely ragged the tempo, over the deep, carried the mind away from the cathedral and the densely crowded City lying around it to the storm-tossed, wind-swept, and fog-enveloped ocean, on which our seamen for over four weary years fought in defence of every interest of civilisation. Verse by verse the hymn was sung, interpreting the conflict, with nature in the terms of man's conflict in his everyday life. Minor Canon Childs-Clarke, who was to intone the service, then recited the familiar passages from the Order for the Burial of the Dead. "I am the resurrection and the life." I know that my Redeemer liveth. Into this world, and it is certain we can take nothing out. The choir intervened next with Psalm 114, perhaps the most significant and meaningful of all the songs of David in these days when the world war lies just behind us. It was the Psalm of the Huguenots. Some years ago an old seal was discovered which once belonged to one of these harried refugees, who found sanctuary in our midst; it bore a representation of a net from which a bird was soaring Heavenward, and the motto consisted of the sixth verse of this Psalm. "My soul has escaped, even if I bird out of the snare of the fowler." The lesson of the day was taken from Revelations xx., and was read by the Dean from the steps of the chancel. The lesson was followed by the singing of the anthem which has brought comfort and consolation to so many mourners: "I heard a voice from Heaven saying unto me: 'Write, from henceforth blessed are the dead which die in the Lord; even so saith the Spirit; for they rest from their labour and their words do follow them.'"

As one glanced round on that great assembly and caught the murmur of the traffic without, a mere echo of the busy life of victorious Britain, with its world-wide dominion, unbroken, not a widowed wife or orphaned son or daughter but must have felt that life had not been surrendered for nothing by those they loved.

THE MEMORIAL OF THE DEAD.

The anthem ended, the congregation knelt to pray. The supplications began with an all-embracing petition—"The Memorial of the Dead." Let us remember with thanksgiving, and all honour before God and men, all ranks and ratings of the Royal Navy, Royal Marines, Royal Naval Reserve, Royal Naval Volunteer Reserve, Royal Naval Air Service, Royal Naval Division, Minesweeping Service, Coast Watchers, Queen Alexandra's Royal Naval Nursing Service, Women's Royal Naval Service, Mercantile Marine, and Sea Scouts who gave their lives for their King and Country in the great war. These words ended, silence. A long silence, brooded over the crowded Cathedral. The mind travelled in the unbroken stillness over land and sea to waters, now hushed, which so recently were the scenes of deadly contest. Sir Christopher Craddock, within the memory of the youngest in the assembly, was fighting with unquenchable courage against heavy odds; the officers and men of the cruiser *Pegasus*, caught defenceless through no fault of their own, were being shelled by a merciless foe; merchant seamen, without an apology of gun for their protection, were being brutally murdered by the pirates of the twentieth century; one saw in one's mind's eye hospital ships and vessels bearing relief to the starving sinking under the explosion of mines. Pictures such as these crowded upon one during this period of silent prayer, sitting surrounded by scores of men and women who had felt the full poignancy of grief through such incidents of the war brought to countless homes. One knew that many mourners were absent from this great service because the community, which their men helped to save, has so soon forgotten to translate into tokens, not of grief, but of bare subsistence, the gratitude which is due to these sea heroes. In the background of this memorial gathering stood the horror of mourning women, the widows of naval officers, who are proudly striving on a mere pittance to support themselves in decency and bring up the children left to them as a sacred heritage.

Other collects followed upon this time of silent thought: "We give Thee humble thanks for the life and example of our brothers who, having fought the good fight, and finished their course, and kept the faith, now rest from their earthly labours." Another collect was recited, and then came a prayer "for those whom the war has made desolate and broken-hearted," and after this, measured words that those who remain to carry on the nation's work and maintain the nation's standard of ideals "may be worthy of those who have given their lives to their King and country."

THE ARCHBISHOP'S ADDRESS.

The dignified service in memory of the Navy's great dead was now drawing towards its close, and the Archbishop of Canterbury, from the pulpit, delivered an address which will not soon be forgotten as a sincere and fitting tribute to the avian who, more than any others, contributed to our victory. He said:

Three hundred years ago the world's greatest poet wrote of England as This seeped isle. This fortress built by Nature for herself: This precious stone set in the silver sea.

To-day we remember, we thank God for, what our island seas have seen of heroic and tireless devotion on the part of gallant men, under conditions more perilous and more exacting than can be pictured by one in a thousand of those for whose safety they unflinchingly offered and laid down their lives. Never more surely than in these five incomparable years has the well-being of England depended upon her sons who were at sea. But this time it has been the well-being not of our British Isles, but of the world. And so we do well, King and Queen and people, to remember before God in our great Cathedral, over the graves of Nelson and Collingwood, what these men have done and given. These men. Not the officers and men of the Royal Navy only, but those aboard every other craft as well. There has perhaps never been anything nobler, anything more steadily magnificent—strange as that epithet would sound to them—than the daily, nightly courage, the cheerful resource, the sleepless vigil, say, of the crew of the minesweeper on the North Sea in mid-winter, or of those who manned a tug for towing war freight from Thames to Tigris.

Whether their fame centuries long should ring. They cared not over much. But cared greatly to serve God and the King. And keep the Nelson touch. And passed on, leaving to us the pride of lives obscurely great.

It is only by slow degrees that we have come to know what things went on at sea every day, every night, during the long drawn war. The heroisms of peril and of patience had to be firmly hidden from our eyes. We men and women at home went about our work in dusty street and many of our rural hillside, wondering, praying, sometimes listening, but without the knowledge which is now proudly ours. The tense strain, the splendid self-restraint of the men in the great ships held in leash; the monotony, unrelaxed but never, of Harwich, or Rosyth, or Scapa Flow; the keen vigil of the dark patrol we know them now; we could only guess before. And all the while we were paying bit by bit, man by man, in the cause of right, the ruthless tribute of a great war. Young lives, the pride and sunshine of countless homes, buoyantly, fearlessly offered, manfully laid down. We solemnly recall to-day that splendour of glad service. We have given of our force some 57,000 lives, the very pick of our British youth and manhood, and for the nobility of their sacrifice we reverently thank God.

Centuries hence men will tell of the exploits of Gallipoli, or Jutland, and of the skilled strategy and fertile resourcefulness of our High Command. The bulk of the *River Clyde* upon the Turkish beach, the great dead of the Marines upon the mole of Zeebrugge, will live in poetry and prose. The Army is ever foremost to testify that its task in Flanders or the East, nobly planned and stoutly done, was made possible only by the countless skill which guarded the waterways and the ceaseless passage of armaments and men. No other record like to this stands in the annals of the seas. And, brothers, we all know it, it has been worth while. It is worth while. We have lived through large days, large doings, at a great juncture in the history of mankind. Through the testing fires we have striven to reach the height of an ennobling trust. And we are not afraid; as we ponder that sacrifice and all that it means—we are not afraid, weak and wayward though we be, to link it with our prayers for the bettering of the world, for the coming of the Kingdom of the Prince of Peace.

The Archbishop having concluded, the congregation, led by the choir and band, sang William Walsham How's hymn of thanksgiving. "For all the saints who from their labours rest, From the steps of the High Altar, the Archangel proclaimed, the benediction; and the congregation standing, the strains of the Chaplain's Dead March filled the Cathedral, its opening phrases merging at length into a note of sustained triumph, which well befitted this historic service. From the western end of this Mother Church of London there rang out the buglers' challenging notes of the "Last Post," succeeded by the "reveille," sounded within the Cathedral, and echoing and re-echoing through transept, choir, and chapels.

Thus did the service end, marking the nation's thankfulness for the Navy's triumph. Daily Telegraph.

GOLDSMITH AT THE VICTORIA.

On THURSDAY, NIGHT the VICTORIA is projecting the World-Famous Novel of Goldsmith, "The Vicar of Wakefield."

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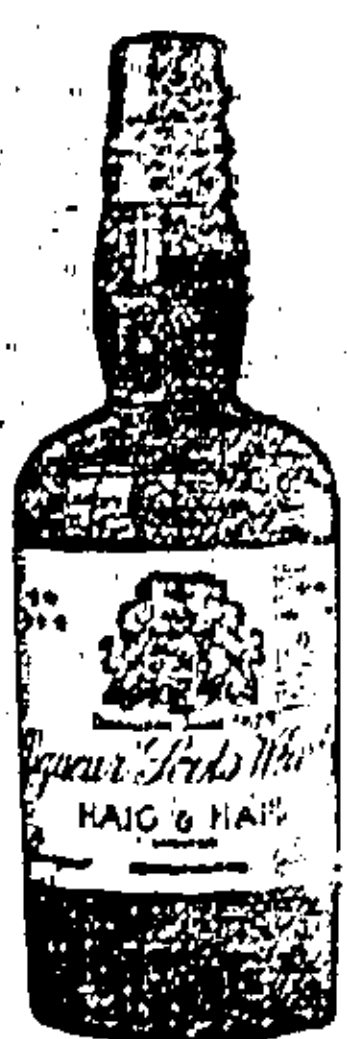
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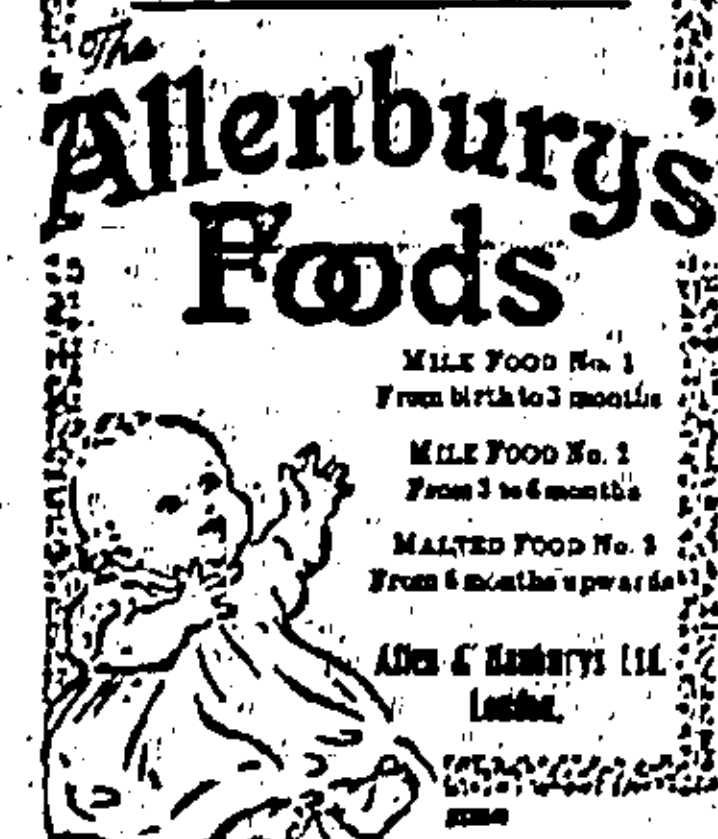
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Sure of
Baby's
Health

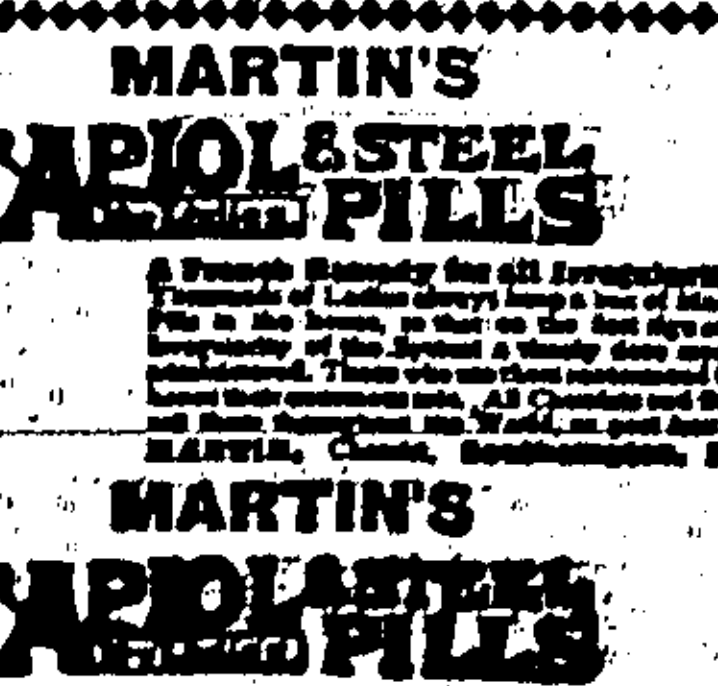
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A PURE & COMPLETE DIETARY



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THE KING AT ASCOT.
BRILLIANT SCENE.

Nothing of pageantry belongs to the scene at Ascot. It is a race meeting, it is a *fête champêtre*, but in the beginning and always it is Royal. A place for the diversions of a Court. A certain magnificence in its appointments, a pleasant formal grace of decoration in its marshalling of flowers, gate-keepers in the Lincoln green of an earlier world, such things are of the essence of its being, infinitely grateful in these utilitarian formless days. But nothing expresses Ascot better than the Royal procession, the scarlet-coated outriders, the old-world carriages in this morning age, the teams of four horses, and their bejewelled positions. One moment you are watching an aeroplane cross the heath. The next you see the red coats break from the trees and the King's carriage comes down the course. Nothing that machines can do has the dignified gaiety of movement of your four-horsed carriage. It may come slow as we think of speed, but processions and pageants should give you time to see them; it seems to be coming at a merry pace, and yet it has a proper solemnity. Quaint, if you please, but admirably picturesque in its formality of the past. You seem to see a scene for a modern Watteau if we had one, all lightness and gaiety, with a perfection of ceremony.

One does not cheer at Ascot. The most exuberant must feel that it would not do. But hats come off as the Royal procession sweeps by, and the King and Queen, bowing and smiling, pass out of sight round the stands. With them in the first carriage were the Prince of Wales and the Princess Mary. Prince Albert rode in the next carriage. The King wore a grey frock coat with grey hat. The Queen and Princess Mary were dressed in different harmonious shades of grey. The Prince of Wales and Prince Albert wore morning dress. The King and Queen entering the Royal enclosure by the flower-banked steps from the lawn, proceeded to their box, and soon afterwards the bell rang for the first race.

FROCKS AND FRINGS.

That noble animal the horse is the first cause of Ascot. But he is not what metaphysicians call the efficient cause. For his sake Ascot is supposed to exist, and of course, you look at him when he is racing. It will not claim many minutes from a day devoted to higher things. You will also pay him the civility of going to look at him in the paddock. Because thus you can fulfil your real purpose, of looking at other people's frocks, and if it is your noble mission in life to wear a frock, you may enjoy the higher bliss of seeing other people look at you. For the efficient cause of Ascot, the force which has made Ascot what it is, the most magnificent of festivals, is the joy of dressing up and its sister fearful pleasure, the hope of dressing up better than somebody else.

There were those who in the dark days of the war prophesied with rash gloom that men would never again be content to resume the old garb of ceremony, the tall hat, and the coat with tails and the stiff collar. They prophesied a new thing. The silk hats shone as in the brave days of old, and men were in their customary coats of solemn black, nine-tenths of them. But the garments of men have small interest except for the wearer and his tailor. Only let it be recorded that the eye wandering over much sombre correctness, found uniforms, for once, or at last, comparatively few, and was surprised to feel the sight of khaki a welcome relief. Here and there a foreign uniform further diversified the masculine solemnity, and Indian officers were seen.

Wonderful tales have been told of the eccentricities of Paris fashions in the days of the Peace Conference. Censors of our morals have leapt into print to tell us of our own dressmakers' excesses. But if any came to Ascot seeking what Catherine Morland would have called "something horrid," something really *outré*, that seeker for scandal went empty away. Everything that is new is certainly not beautiful, but nothing new or in an older mode was alarming, if you except certain sunshades designed to present an optical illusion, or those others made from an oculist's test card.

But there was matter for philosophic meditation. The first and more familiar subject is the mutability of the human form. It is commonly supposed that ages are necessary for the processes of evolution to effect any change in our structure. That is not so. Where are the sloping shoulders of the Victorians. What marvellous still undiscovered forces of nature was it that in a generation gave us for the sloping shoulder the shoulder that is square? Now consider the overwhelming evidence of Ascot. In the eighties every woman was of emphatic, sharply-defined outline. She had, let us reverently say, rather too heavy curves. At Ascot, she has none at all. She defines nothing. She is billowy, perhaps, she may be enveloped in a cloak, but her frock has no contour. Remember the women that Du Maurier faithfully, if optimistically, drew, and behold these slight straight-falling draperies. Wonderful are the processes of nature—or art.

The second subject is fringes. Every where and upon everything is fringe. Hats try to be fringed, and if they cannot adequately manage it round the brim, despairing grow (allow the bull) a fringe all over, and emulate *Beruwelpeter*. To any and every part of the frock or the cloak fringe may grow short fringe, long fringe, sporadic fringe. It is known that a love of fringe is one of the primary passions of the human heart. The noble savage, though she may wear little else, will try at least to set off her charms with fringe. But what has produced this sudden passionate indulgence in fringe is a profound question, to be left for the psychologists who probe the unconscious yearnings of our souls. There is, perhaps,

a certain gay irresponsibility in the yearnings of fringe. It laughs at care. Also it draws attention to what you might have otherwise omitted to notice. But that is a cynical theory, and Ascot is no place for cynicism, unless you are the victim of the delusion that you know something about horses.

SOCIETY AND DRESS AT ASCOT.

Her Majesty wore a dress of French grey silk gauze, shot and embroidered with hydrangea mauve, and her hat of tulle, of the same shade, was trimmed with a wreath of small flowers of many colours tucked into the brim. She had two long rows of fine pearls, with a very large one set in diamonds as a brooch, and she carried a grey figured satin sunshade. Princess Mary wore a white silken muslin dress, inset with tiny lace and fringed with it. The bodice folds were caught near the waist with knots of pale pink and pale blue flowers. A white lace hat was worn with long loops of white satin falling from crown to brim, the only trimming being one large rose. Her Royal Highness used a pale pink silk sunshade when she made expeditions into the paddock with Lady Patricia Ramsay. It was noticed that the King came down into the Royal enclosure and talked with several of the men present, among them Lord Beresford, Sir Frederick Milner, and Viscount Chaplin. His Majesty wore a grey Park suit and a grey top hat. The Prince of Wales and Prince Albert were about chatting to their friends throughout the meeting, and wore black coats and black silk hats. Queen Victoria Augusta had a soft black satin muslin, with a wide brimmed hat to match, the edge fringed with white caprice. Prince and Princess Arthur of Connaught, arrived before the Royal procession, the latter wearing one of the silk stockinette cussack dresses that were much in favour. It was grey and deeply fringed below the waist. A transparent embroidered grey net, was worn with a wide band of palest mauve velvet round the domed crown. Lady Patricia Ramsay wore a pale sulphur yellow soft silk dress finished with fringe and embroidery, and a black hat with black Paradise plumes. Her sunshade matched the dress, and had an artistic border of grey satin.

After the first race the Royal Party went to luncheon. Among those invited to join were Earl and Countess Curzon of Kedleston. Lady Curzon was attired in white chambray, finished with fringes, and her large white hat was draped with a white lace veil, and a long cape of dark cedar green tulle.

Society, needless to say, was largely represented, and on all sides were well-known faces. For women the day was the very best that could be had; indeed, it is difficult to see how dress can be more elaborate for Gold Cup day, although doubtless they will be. The Duchess of Roxburgh was, with his Grace, of the Royal party, and wore a white chambray dress, with black lace over bodice and lower portion of the skirt. The hat was like an Eastern turban of twists of red brown and dark green tulle. The Duchess of Sutherland, who is giving an Ascot dance at Dutton Place, Guildford, was in black chambray, deeply fringed with satin, and wore a black tulle hat with many-headed ostrich feathers fanning round the brim. The Marchioness of Titchfield was walking in the paddock with the Hon. Florence Chaplin, and wore ribbed silk stockinette, which looked as if it had been hand knitted, and was all in one piece like a cassock. With it she had a pale hydrangea mauve tulle and chiffon hat. Lady Sarah Wilson wore another such dress in bright orchid mauve, and hat and sunshade were all in suite. Madame Merry del Val was also in silk stockinette of finer make, deeply fringed from the small loose coat and all in bright purple, of which colour was also the smart hat and sunshade. The Duchess of Buccleuch, who was in filmy black, the deep flounces hemmed with myrtle-green and the sash also of that colour, and whose hat was black, was accompanied by Mr. and Mrs. Sybil Phipps and by Lady Margaret Scott. The Countess of Minto, in ash-grey satin, with a hat finished with cream-coloured ostrich feathers, was in attendance on the Queen, as was Lady Isabel Gathorne Hardy, in grey chambray. The Dowager Countess of Airlie wore a dress of white lace and a large black hat and an ostrich feather cape. With her was Viscountess Hambleden, dressed entirely in dark blue and chaperoning a young daughter in white. The Countess of Chesterfield, with whom was the Earl of Chesterfield, was wearing a cream-coloured lace dress with a pink marmoset in the bodice folds, and had a black hat with fringes of green in it. The Marchioness of Ormonde, in dark brown, was of the Royal party, as were also the Earl and Countess of Jersey, the latter in white with black embroidery, and wearing a white hat and an ostrich feather cape, also white. Lord Richard and Lady Moyra Cavendish were summoned to speak with their Majesties, and were in the Royal Pavilion. Lady Moyra was completely and charmingly costumed in dark blue.

Of sunshades the majority were untrimmed, but of hues most varied. Viscountess Edna, who was accompanied by her husband in uniform, achieved a picturesque triumph in a dress of printed chieftain almost in variety, with the wash of dull raspberry red tulle, and the hat of basket straw with a fancy border was quite Old English in shape, with clusters of grapes hanging down at either side. Lord Savile escorted Lady Savile, who was in white embroidered chiffon with a wash of orchid mauve satin and a very becoming white flower-trimmed hat. Lady Somerset wore a dark wood hatched blue George dress, with long, straight panels down either side, edged with pale blue, and fringed with dark blue and gold. A dark blue hat with pale blue plumes was worn, and a sunshade of taupe colour with a blue of dark blue near the edge, was carried.—Daily Telegraph.

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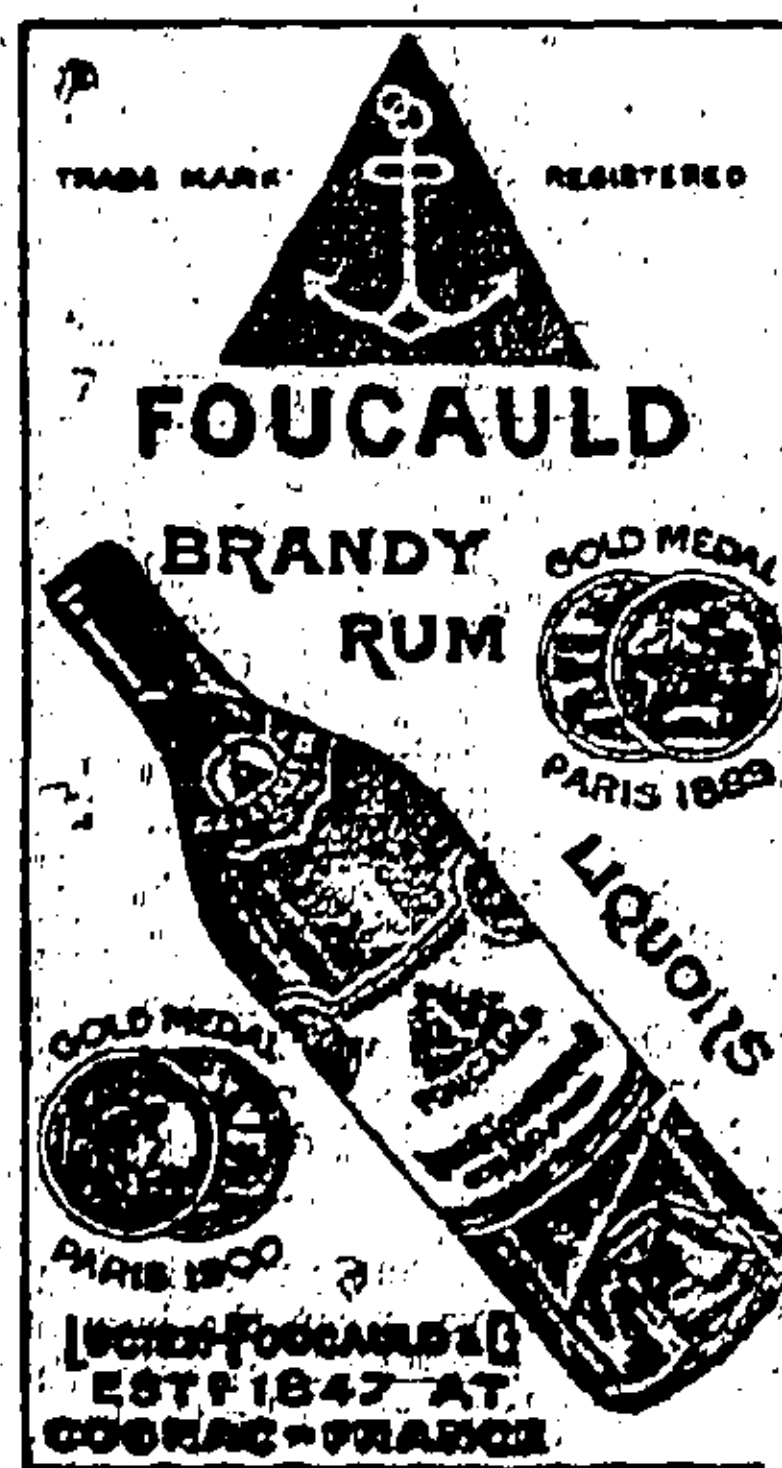
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FRENCH LESSONS

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11, MORRISON HILL ROAD.

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SHIPPING NEWS

ARRIVAL

July 29th.

Footee, Chinese str., 350 tons, Capt. Miyakawa, from Wei-hai-wei, which port she left on July 23rd, with a general cargo—Yue Tai Hon.
Namkai, Chinese str., 402 tons, Capt. Thirlwell, from Canton, with ballast—Wo Fat and Co.
Yang Tze Kiang, Chinese str., 401 tons, Capt. Waxwell, from Taian, with a general cargo.

July 30th.

Amikawa Maru, Japanese str., 2,386 tons, Capt. Kitano, from Keelung, with a general cargo—O.S.K.
Burrumbett, British str., 1,570 tons, Watson, from China Sea, with a general cargo of wool—Dodwell & Co.
Carmichael, British str., 215 tons, Captain Guereiro, from Swatow, with a general cargo—Braga.
Haiyan, British str., 1,183 tons, Capt. Stewart, from Swatow, with a general cargo, including tea—Douglas Laidlaw & Co.
Huangchow, British str., 999 tons, Capt. Tonkin, from Canton, in ballast—Braga.
Pak Wo, Chinese str., 1,143 tons, Capt. Hamblin, from Canton, with a general cargo—Kwong Hing & Co.
Pyrrhus, British str., 4,522 tons, Capt. Gordon, from Liverpool and Singapore, which latter port she left on July 25th, with a general cargo—B. & S.
Shingo Maru, Japanese str., 13,030 tons, Capt. Nagano, from San Francisco, which port she left on June 30th, with a general cargo—T.K.K.
Shuncheung, Chinese str., 235 tons, Capt. Cordova, from K. C. Wan and Macao, with a general cargo—Wo Hing & Co.
Sushu Maru, Japanese str., 1,006 tons, Capt. Inoue, from Canton, with a general cargo—O.S.K.

CLEARANCES

July 30th.

Burma Maru, for Maji.
Burrumbett, for Canton.
Pock Sang, for Yokohama.
Yuski Maru, for Keelung.
Haimun, for Canton.
Hany Chow, for Saigon.
Kaifong, for Haiphong.
Koyo Maru, for San Francisco.
Kwang Lee, for Shanghai.
Kwang Tak, for Canton.
Laertes, for Liverpool.
Liverpool Maru, for Marseilles.
Van Kien, for Haiphong.
Yam Wan, for Hongkong.
Shunshing, for Kwongchowwan.
Sushu Maru, for Takao.
Tonan Maru, for Chuenchow (Eukien).

PASSENGERS

ARRIVALS.

Per s.s. *Shingo Maru*, on July 30th.—Miss P. Van Benthem, Mr. H. St. L. Byford, Mr. R. J. Charlton, Mrs. M. B. Charlton, Dr. and Mrs. A. de Carvalho, Mr. Carl Crow, Miss S. Costa, Mr. R. E. Dorton, Mr. and Mrs. F. W. Green, Mr. S. G. Hanson, Mr. E. B. Hess, Mrs. T. L. Jensen, Lieut. P. J. Jennings, Mrs. L. Van Koesveld, Lieut. L. P. Lane, Lieut. F. Lobel, Lieut. B. B. Lambart, Lieut. C. F. Mason, Miss B. McCann, Mr. J. H. McKinnis, Mr. M. Morais, Mr. F. J. Noronho, Miss B. E. Pike, Mrs. M. Pike, Miss G. Pike, Mr. R. C. Pass, Mr. W. Peters, Mr. A. M. O. Remedios, Lieut. C. M. W. Reynolds, Mr. Louis Shek, Mr. A. D. Silas, Mr. A. V. Taylor, Mrs. S. A. Wierman, Miss Mary Wierman, Lieut. H. West, Mr. R. Weil, Dr. E. C. Waterhouse.

SHIPPING MOVEMENTS

The R.M.S. *Empress of Asia* arrived at Manila on July 29th, and is due at Hongkong on August 1st, at daylight.
 The R.M.S. *Monteagle* arrived at Moji on July 29th, and is due at Shanghai on August 1st.
 The N.Y.K. s.s. *Huachow* (Calcutta line) left Singapore for this port on July 29th, and is expected here on August 5th.
 The Pacific Mail Steamship Co.'s s.s. *Colombia* left Shanghai on July 29th, for Manila, and is expected to arrive at this port on August 10th.
 The *Tenny Maru* reached Yokohama on July 29th and sails on August 2nd for Honolulu and San Francisco, as per schedule.
 The *Liverpool Maru*, which sailed for Marseilles yesterday, took away 688 Czechoslovak soldiers.
 The s.s. *Colombia* will omit the call at Kobe on her homeward voyage in view of the quarantine regulations against Shanghai by the Japanese authorities.
 The *Shingo Maru*, which arrived from San Francisco yesterday, has reported the death of one Japanese while on the voyage.

HONGKONG TIDE TABLE

From July 31st to 6th August, 1919.

Day of Week	Date	HIGH WATER		LOW WATER	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Thurs.	31	11.03	4.9	5.14	2.7
Aug.	1	11.49	6.2	6.12	1.7
Fri.	1	12.03	4.9	6.58	2.8
Satur.	2	12.51	6.1	6.49	2.1
Sun.	3	1.10	6.8	7.13	2.6
Mon.	4	2.04	6.3	8.16	3.2
Tues.	5	2.52	4.3	7.53	2.9
Wed.	6	3.44	3.8	10.4	2.3
		4.48	3.8	8.29	3.3
		5.48	3.8	11.51	2.9
		6.25	3.8	9.08	2.8
		7.41	3.8	10.58	2.4
		8.23	3.8	10.34	3.7

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO
 STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR
 Marseilles and London
 VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NAGOYA"	28th Aug.	25th Sept.	7th Oct.

FOR
 BOMBAY VIA STRAITS & COLOMBO.
 Due Bombay about

"DILWARA" 31st July, Noon. 14th Aug.

FOR
 CALCUTTA VIA STRAITS & RANGOON.
 Due Calcutta

FOR
 SHANGHAI, MOJI, KOBE, etc.

WIRELESS ON ALL STEAMERS.
 For Passage Rates, Handbooks, Freight, etc., apply to
 MACKINNON, MACKENZIE & CO., Agents.
 22, Des Voeux Road Central HONGKONG.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM
 HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"ST. ALBANS"	Sydney, via Queensland Ports	2nd Aug.	9th Aug., 11 A.M.
"EASTERN"	Melbourne, via Queensland Ports	2nd Aug.	9th Aug., 11 A.M.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.
 A daily qualified Surgeon and Stewards are carried on each vessel.
 For Passage Rates and further particulars, apply to—
 GIBB, LIVINGSTON & CO., AGENTS.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on August 17th, to,
 SINGAPORE, PENANG AND BELAWAN DELI.
 This vessels offers excellent cabin-accommodation for saloon passengers.
 Wireless Telegraphy.

For Freight and passage apply to:—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574. Agents. [770]

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)
 TO SINGAPORE
 FOR
 YOKOHAMA and KOBE ... "FOOSANG" Wed., 31st July, D'light
 YOKOHAMA and KOBE ... "FOOSANG" Thurs., 31st July, 5 p.m.
 SHANGHAI ... "WOSANG" Fri., 1st Aug., D'light
 SHANGHAI ... "CHASANG" Fri., 1st Aug., 3 p.m.
 STRAITS & CALCUTTA ... "YUENSANG" Fri., 1st Aug., 3 p.m.
 MANILA ... "LOKSANG" Sat., 2nd Aug., D'light
 SHANGHAI ... "KUMSANG" Tues., 5th Aug., 5 p.m.
 KOBE ... "LOONGSANG" Fri., 8th Aug., 3 p.m.
 CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.
 Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.
 All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.
 SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.
 MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.
 HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.
 JOHNE LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.
 Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Labad Data.
 TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Choochow.
 UNDER STRAITS GOVERNMENT. PASSPORT REGULATIONS.—All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and description signed thereto.
 For Freight or passage apply to
 JARDINE MATHESON & CO., LTD., General Managers.
 Telephone No. 214.

CP & OS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

STEAMERS	From Hongkong	Due Vancouver
Empress of Asia	Aug. 7	Aug. 25
Monteagle	Aug. 12	Sept. 6
Empress of Japan	Aug. 20	Sept. 10
Empress of Russia	Sept. 4	Sept. 22
Empress of Asia	Oct. 2	Oct. 20
Monteagle	Oct. 7	Nov. 1
Empress of Japan	Oct. 15	Nov. 5
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Monteagle	Dec. 16	Jan. 9
Empress of Russia	Dec. 25	Jan. 12

FARES HONGKONG TO UNITED KINGDOM
 "EMPERESS OF RUSSIA" Gold 348/1 Subject to change
 "EMPERESS OF ASIA" Gold 343/6 without notice
 "EMPERESS OF JAPAN"
 "MONTEAGLE"

CANADIAN NEW TRAIN DE CUY
 "THE TRANS-CANADA LIVER"
 Vancouver to Montreal 22 1/2 hours.
 For particulars regarding passage, fare, sailings and reservation of accommodation, also illustrated literature with C. P. R. is all overland and descriptive literature apply to
 P. S. MURTHLAND, General Agent, Passenger Dept., Phone 732.
 HONGKONG. Phone 42. General Agent.

CANADIAN PACIFIC OCEAN SERVICES

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"WESTERN NIGHT" ... About August 15th.
 "ELDERIDGE" ... August 15th.
 "EDMORE" ... August 21st.
 "WEST HEPBURN" ... Middle September.

For PORTLAND direct.

"COAXET" ... About August 25th.

Through Bills of Lading issued to Overland Common Ports.

For Freight and Particulars apply to

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT. Fifth Floor, HOTEL MANHATTAN. Telephone 2477 & 2478.

Y. K. K.



YAMASHITA KISEN KAISHA

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1 ... REGULAR SERVICE FOR
 NANYO MARU No. 2 ... FREIGHT BETWEEN
 NANYO MARU No. 3 ... HONGKONG, BANGKOK
 BODEGAURA MARU ... AND OR
 KYODO MARU No. 13 ... SINGAPORE.
 TAMON MARU No. 1 ...
 ASOSAN MARU ...
 CHEIAN MARU ...

FOR PARTICULARS PLEASE APPLY TO—

M. KOBAYASHI,

Agent,

TEL. 140 and 155.

107 Floor, Kiwa's Building, 113

KUHARA SHOJI KAISHA, LD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KORE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, BOUL, BRUX, PORT SAID, CAIRO, NAGASAKI, HONKAI, CALCUTTA, COLOMBO, SINGAPORE, ZAWA, RANGOON, SAIGON, YANTOWO, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coasts, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

OHU KYOKU TRADING Co.,

M. HASHIMOTO,

Telephone No. 2106.

WEATHER REPORT.

July 30th, 11.50.—Warning to Hongkong, Philippi, Coast Ports, etc.—Typhoon in Lat. 21 deg. N. Long. 125 deg. E. direction velocity unknown.

July 30th, 11.55.—Observation from the majority of stations are lacking. The typhoon has probably entered the coast to the north of Taiwan.

The Formosa observation indicate that the typhoon in the Pacific is now moving W.N.W. At 8 a.m. this morning the centre was in about latitude 21 deg. N. and longitude 123 deg. E.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.87 inch. Total since January 1st, 45.61 inches, against an average of 51.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Distractor Forecast.
 Hongkong to Gap Rock (E. to N.E. winds, fresh, fair to showery)
 Formosa Channel (N.E. winds, strong)
 South Coast of China between the same as Hongkong and Lamook (No. 1)
 South Coast of China between the same as Hongkong and Lianan (No. 1)

OUTLER, PALMER & CO.'S

NAPIER JOHNSTONE'S SQUARE BOTTLE WHISKY



SOLE AGENTS IN HONGKONG AND SOUTH CHINA
 LANE, CRAWFORD & CO.,
 and from ALL WINE MERCHANTS.

"ASAHI BEER"



SOLE AGENTS
 MITSU BUSSAN KAISHA

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1918.
 With Index, Price \$7.50.
 On Sale at the HONGKONG DAILY PRESS Office.

INDIAN AFRICAN LINE

Cargo carried on through Bill of Lading from HONGKONG to SHIRAZ, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to SHIRAZ, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the shortest freight transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS.

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to J. R. & Co., Canton.

THE BANK LINE, LIMITED.
(General Agents.)

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	"SINKIANG"	On 31st July, 4 P.M.
SHANGHAI	"SUIYU"	On 2nd Aug., 4 P.M.
SHANGHAI	"CHENG TU"	On 3rd Aug., 11 P.M.
SHANGHAI	"KWANGSE"	On 5th Aug., Noon.
MANILA, CEBU & ILOILO	"TAMING"	On 5th Aug., 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Ningbo (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

Telephone 38

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	FRIDAY	1st Aug., at 1 P.M.
"HAIHAN"	Capt. A. H. Stewart	SUNDAY	3rd Aug., at 10 A.M.
"QUINNEBAUG"	Capt. J. Medina	TUESDAY	5th Aug., at 1 P.M.
"HAIHAN"	Capt. A. H. Stewart	FRIDAY	8th Aug., at 1 P.M.

* For Swatow Only

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS
"ECUADOR," "VENEZUELA" AND "COLOMBIA,"
HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG at Noon.			
The S.S. "WEST CONCHO"	will sail from this port on or about August 16th, for the usual ports of call.		
S.S. "COLOMBIA"	...	...	Aug. 12th, 1919.
S.S. "VENEZUELA"	...	...	Sept. 10th, 1919.
S.S. "ECUADOR"	...	...	Oct. 8th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER DECKS and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the Cuisine, and the attendance on passengers cannot be surpassed.

Tickets are interchangeable with the TOYO, KENYU KAISHA and the CANADIAN PACIFIC Ocean Steamers, Ltd.

For further information, rates, itineraries, schedules, etc., apply to

Telephone 41 COMPANIES OFFICE in Alexander Building, Canton Road.

P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR

MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NAGOYA	26th Aug.	28th Sept.	7th Oct.

FOR

BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DILWARA	31st July, Noon.	14th Aug.

Will take a limited number of passengers for Marseilles and London with transshipment at Bombay.

FOR

CALCUTTA VIA STRAITS & RANGOON.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

SUWA MARU (omit Shanghai) ... Tuesday, 5th Aug., at 11 a.m.

KASHIMA MARU (calling Manila) ... Friday, 23rd Aug., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KITANO MARU (calling Malacca) ... Friday, 8th Aug., at Noon.

INABA MARU ... Friday, 22nd Aug., at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 20th Aug., at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... Friday, 1st August.

TOTOMI MARU ... Sunday, 10th August.

CALCUTTA & RANGOON via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Saturday, 23rd Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

IYO MARU ... Wednesday, 6th Aug., at 11 a.m.

HWAB-WU ... Wednesday, 6th August.

KOSOKU MARU ... Wednesday, 13th Aug.

ATSUTA MARU ... Thursday, 21st Aug., at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

AWA MARU (London & Antwerp) ... Monday, 4th August.

TAJIMA MARU (Marseilles & Liverpool) ... Middle of August.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 222 & 223.

S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
* SIBERIA MARU	30,000	Aug. 3rd.
* SHINYO MARU	32,000	Aug. 13th.
* PERSIA MARU	9,000	Aug. 23rd.
* KOREA MARU	30,000	Sept. 10th.
* NIPPON MARU	11,000	Sept. 25th.

* omitting call at Shanghai and also calling at Keelung
+ omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO

(SAN PEDRO, SALINO, CHUZ, BALBOA, CALLAO, ARICA and IQUIQUE)

INTEROCEANIC BY TRANS-ANDERSON ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
ANYO MARU	13,600	Sept. 10th.
SHIYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO.

Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager, King's Building.

Telephone 2374 and 2375.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PORTOCS" ...	On or about 18th Aug.
	"PAUL LECAT" ...	On or about 14th Sept.
	"SPHINX" ...	On or about 11th Oct.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DUTTER, SUEZ, PORT SAID	"ANDRE LEBON" ...	On or about 28th Aug.
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ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURTET,
Acting Agent,
Queen's Building.

Telephone 740.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"AMAZON MARU" ... Tuesday, 12th August.

"ALTAI MARU" ... Friday, 23rd August.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN AND CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Sunday, 3rd August.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"KASADO MARU" ... Wednesday, 13th August.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

"UNNAN MARU" ... Friday, 1st August.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z., and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" ... Monday, 18th August.

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"SOSHU MARU" ... Thursday, 31st July, at 9 a.m.

For KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU" ... Sunday, 3rd Aug., at 10 a.m.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

